THOMADINA vernin.

(ESTABLISHED

NEW SERIES No. 5168

晚三十月四閏年二十三結光

OKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBEDYen 24,000,000

RESERVE FUND 10,300,000

1,000,000

MONDAY, JUNE 4, 1906.

一拜避

驳四月六英港智

Intimations.

\$30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION. PAID-UP CAPITAL......S10,000,000 RESERVE FUND.-Sterling Reserve......\$10,000,000 \$19,500,000 Silver Reserve\$ 9,500,000 RESERVE LIABILITY OF PROP'TORS. \$10,000,000

COURT OF DIRECTORS: A. HAUPT, Esq., Chairman. Hon. Mr. C. W. Dickson, Deputy Chairman. Hon. Mr. R. Shewan. E. Goetz, Esq. C. R. Lenzmann, Esq. N. A. Siebs, Esq. G. H. Medhurst, Esq. H. A. W. Slade, Esq. D. M. Nissim, Esq. H. E. Tomkins, Esq. A. J. Raymond, Esq.

ACTING CHIEF MANAGER: Hongkong-H. E. R. HUNTER ACTING MANAGER: Shangnai-W. Adams Oram. LONDON BANKERS-LONDON AND COUNTY

BANKING COMPANY, LIMITED. *HONGKONG-INTEREST ALLOWED: On Current Account at the rate of 2 per, Cent. per Annum on the daily balance.

ON FIXED DEPOSITS: For 3 months, 21 per Cent, per Annum. For o months, 31 per Cent. per Annum. For 12 months, 4 per Cent. per Annum. H. E. R. HUNTER, Acting Chief Manager. Hongkong, 30th May, 1906.

HONGKONG SAVINGS BANK.

* 1 HE Business of the above Bank is conducted by the HONGKONG AND SHANGHAL BANKING CORPORATION. Rules may be THE CHARTERED BANK OF INDIA. obtained on application. INTEREST on deposits is allowed at 31 Per

CENT. per annum. Depositors may transfer at their option bulances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAL BANKING CORPORATION, H. E. R. HUNTER, Acting Chief Manager. Hongkong, 30th May, 1902.

TEUTSCH ASIATISCHE BANK. CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000

HEAD OFFICE-SHANGHAL BOARD OF DIRECTORS: BERLIN.

BRANCHES: Kobe Calcutta Hankow Singapore Tientsin Peking - Tsınanlu j Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND

Bankers: Koenigliche Seehandlung (Preussis-) che Staatsbank) Direction der Disconto-Gesellschaft Deutsche Bank S. Bleichroeder Berliner Handels-Gesellschaft Bank fuer Handel und Industrie Robert Warschauer & Co. Mendelssohn & Co.

M. A. von Rothschild & Soehne | Frankfurt Jacob S. H. Stern Norddeutsche Bank in Hamburg, Hamburg. Sal. Oppenheim jr. & Co., Koeln. Bayerische Hypotheken und Wechselbank,

LONDON BANKERS: Messis, N. M. Rothschild & Sons. THE UNION OF LONDON AND SMITH'S BANK.

LIMITED. DEUTSCHE BANK (BERLIN), LONDON AGENCY. DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted. HUGO SUTER,

Manager. Hongkong, 26th May, 1906. NEDERLANDSCHE HANDEL

MAATSCHAPPIJ. (Netherlands Trading Society.) ,

ESTABLISHED 1824:

PAID-UP CAPITAL FL 45,000,000 (£3,750,000). RESERVE FUND Fl. 5,000,000 (£ 417,000).

Head Office-AMSTERDAM. Head Agency—BATAVIA.

BRANCHES: -- Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Radja (Acheen), Telok-Semawe (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bang-kok, Saigon, Haiphong, Hanoi, Amoy, S.00 p.m. to 8.00 p.m. ... Every to minutes. Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS: THE UNION OF LONDON AND SMITHS BANK, LIMITED.

letters of credit on its Branches and corres; 1.00 p.m. to 5.00 p.m. ... Every 15 minutes, pondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description. INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

· Fixed Deposits 12 months 41% per annum. đo. 3}% do. L. ENGEL, Agent.

Hongkong, 28th February, 1906.

Insurance.

NORTH GERMAN FIRE INSUR-ANCE COMPANY OF HAMBURG.

Line Undersigned AGENTS of the above Class FOREIGN and CHINESE RISKS at OURRENT RATES.

Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

SIEMSSEN & Co. Hongkong 28th May, 1895.

Head Office: YOKOHAMA.

CAPITAL UNCALLED.....

SPECIAL RESERVE FUND

Branches and Agencies. TOKIO. HONOLULU. NAGASAKI. » SHANGHAL. NEWCHWANG. LYONS. BAN FRANCISCO. MUKDEN. BOMBAY. PORT ARTHUR TIENTSIN. CHEFOO. PEKING. DALNY. KOBE. TIE-LING. OSAKA. LONDON. NEW YORK.

LONDON BANKERS: HE LONDON JOINT STOCK BANK LD PARRS' BANK, LD. THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH :-- INTEREST ALLOWET On Current Account at the rate of 2 per cent per Annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent

> TAKEO TAKAMICHI, Manager.

Hongkong, 14th May, 1906. AUSTRALIA AND CHINA.

SCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE:-LONDON.

RESERVE LIABILITY, OF SHARE-RESERVE FUNDZ975,000 NTEREST ALLOWED OD CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances,

On Fixed Deposits for 12 months, 4 per cent. T. P. COCHRANE

Manager. Hongkong, 16th May, 1906. INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS AUTHORISED......GOLD \$10,000,000 CAPITAL PAID UPGOLD \$ 3,250,000 RESERVE FUNDGOLD \$ 3,250,000 HEAD OFFICE:

LONDON OFFICE: THREADNEEDLE HOUSE, E.C. LONDON BANKERS;

NEW YORK.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED. Union of London and Smith's Bank, Ltd. BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at the following rates:-For 12 months 48 per cent, per annum.

H. PINCKNEY, Manager. No. 9, Queen's Road Central. Hongkong, 19th September, 1905.

LTONGKONG HIGH-LEVEL TRAM WAYS COMPANY, LIMITED,

IN LIQUIDATION. TIME TABLE,

· WEEK DAYS. 7.00 a.m. to 7.30 a.m. ... Every 30 minutes. 7.30 a.m. to 8.00 a.m. ... Every to minutes. 8,00 a.m. to 8.30 a.m. ... Every 15 minutes. 8.30 a.m. to 9.30 a.m. ... Every to minutes. 9.30 a.m. to 11.00 a.m. ... Every 15 minutes, 11.30 a.m. to 12.45 p.m. ... Every 15 minutes. Tegal, Pecalongan, Pasocrocan, Tjilatjap, 12.45 p.m. to 1.15 p.m. ... Every 10 minutes, Padang, Medan (Deli), Palembang, Kota. 1.15 p.m. to 1.45 p.m. ... Every 15 minutes, 1.15 p.m. to 1.45 p.m. ... Every 15 minutes, 1.45 p.m. to 2:15 p.m. ... Every to minutes. 2.15 p.m. to 3.00 p.m. ... Every 15 minutes. 3.30 p.m. to 5.00 p.m. ... Every 15 minutes.

> NIGHT CARS. 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour, SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes, 9.00 a.m. to 9.30 a.m. ... Every 30 minutes. 9.30 a.m. to 10.30 a.m. ... Every 15 minutes. THE Bank buys and sells and receives for 10.30 a.m. to 11.00 a.m. ... Every to minutes. collection Bills of Exchange, issues 12.00 Noon to 1.00 p.m. ... Every 10 minutes, 5.00 p.m. to 6.00 p.m. ... Every 10 minutes, 6.00 p.m. to 7.00 p.m. ... Every 15 minutes. 7.00 p.m. to 8.00 p.m. ... Every 10 minutes, NIGHT CARS as on Week Days,

> SATURDAYS. Extra cars at 11.30 and 11.45 p.m. SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

IOHN D. HUMPHREYS & SON, · Liquidators, Hongkong, 12th July, 1905

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT.

Manager. Hongkong, 22nd June, 1905.

Mails.

PENINSULAR AND ORIENTAL

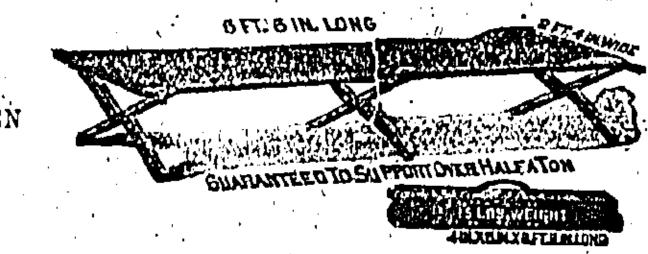
STEAM NAVIGATION COMPANY.

			*	
	FOR	STLAMERS	TO SAIL ON RI	BMARKS.
L	YOKOHAMA VIA SHANGHAI and KOBE	{JAPAN} E. B. S. Notley}	About 10th } Free	ight and s
	SHANGHAI	{DELTA} C. L. Daniel}	About 14th } From June }	eight and
	LONDON, &c	{DONGOLA} G. Philipps}	Noon. SA	se Special veritsement
	LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	(PALAWAN,		ght and
	For Further Part	ticulars, apply to		
	Hongkong, 2nd June, 1906.	i E. A	HEWETT, Superi	ntendent. [4]

Intimations.

LANE, CRAWFORD & CO

FOLDING CANVAS CAMP BEDSTEADS.



\$8 each.

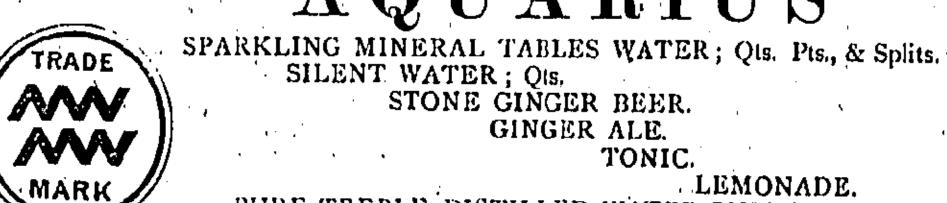
CLOSED.

The Most Portable Camp Bedstead ever made.

TROPICAL BLANKETS, THIN \$3.00 each.

A NECESSITY AND A LUXURY FOR THE SUMMER.

LANE, CRAWFORD Hongkong, 16th May, 19c6.



LEMONADE. PURE TREBLE DISTILLED WATER ONLY is used in the Manufacture of these Beverages and by these means ABSOLUTE PURITY IS GUARANTEED.

Telephone No. 75.

SOLE AGENTS-CALDBECK MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS, 15, Queen's Road Central.

Hongkong, 4th May, 1906.

"MINIMAX" FIRE EXTINGUISHER

MINIMAX SYNDICATE, LIMITED,

LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENIIAGEN, ANTWERP, &c.

F. BLACKHEAD & CO., LOCAL AGENTS. The most effective of all Hand Fire Extinguishing Apparatus,

NO PUMPS. NO HOSE. AUTOMATIC. Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine. Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING, Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet. IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting, Always ready for immediate use.
Requires only one hand to hold.
Weight only 18 lbs. when full.
Maximum of simplicity and effect. Destroys all smoke. Can be used by anyone, even lady or child. Minimum of Price, Weight and Size. Hongkong, 10th May, 1905.

For Hale.

FOR SALE OR TO LET. AT THE PEAK.

SIX-ROOMED HOUSE, with DRYING, DRESSING and BATH-ROOMS; distant thirteen minutes by chair from the Tram; fitted with superior Baths and with Hot and Cold Water; large Kitchen; Laundry and Servants' Quarters.

A FIVE-ROOMED HOUSE, with DRYING, In Bags of 250 lbs, net \$2,80 per Bag DRESSING and BATH-ROOMS; distant thirteen minutes by chair from the Tram; Kitchen and Servants' Quarters.

For particulars and terms, apply to SHEWAN, TOMES & Co. Hongkong, 8th May, 1906.

GREEN ISLAND, CEMENT COMPANY, LIMITED.

PORTLAND CEMENT, In Casks of 375 lbs. net \$4.75 per Cask ex Factory.

ex Factory. SHEWAN, TOMES & Co.,

General Managers, Hongkong, 19th September, 1901.

JAPAN



COALS.

(MITSUI & Co.)

HEAD OFFICE:-- I, SURUGA-CHO, TOKYO. LONDON BRANCH:-34, LIME STREET, E.C. HONGKONG BRANCH:-PRINCE'S BUILDINGS, ICE HOUSE STREET.

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Telegraphic Address: "MITS JI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Inpanese Navy and Arsenals and the State Rallways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miske, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals. S. MINAMI, Manager, Hongkong,

D. NOMA, TATTOOER, 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both hogoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources. Hongkong, 16th November, 1904

Potels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights. H. HAYNES, Hongkong, 15th March, 1906. Manager. [25

VICTORIA HOTEL,

HOTEL MACAO

SHAMEEN, CANTON, MACAO, CHINA, On the British Concession. In the centre of the Praia Grande

DOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT,

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WM. FARMER, Proprietor

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the MANAGER. Hongkong, and July, 1900 a

Telegraphic Address: CONNAUGHT. CONNAUGHT.

FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS, PRINCIPAL OFFICES and in the MAIN STREET.

Large and Lofty Rooms, Elegantly Furnished. Hydraulic Elevator.

Flush Water Lavatories. ' Excellent Cuisine and Wines.

[31

Telephone.

Hot and Cold Water Baths and Shower Baths, Launch Service for Guests. Hongkong, 16th June, 1905.

Under European Management.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

· LADIES' AFTERNOON TEA-ROOMS. . PRIVATE BAR and BILLIARD-ROOMS. HOT and COLD WATER throughout. ELECTRICALLY LIGHTED. ELECTRIC FANS

(if required). ELECTRIC PASSENGER ELEVATOR to each

TABLE D'HOTE at separate tables. For Terms, &c., apply to the-MANAGER.

Hongkong, 4th December, 1905. OCCIDENTAL

HOTEL. EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS TO ORDER IN

EVERY ROOM. EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOOM. Hongkong, 19th May, 1904.

CARLTON HOUSE HOTELS.

Nos. 8 and 10, Ice House Road.

TLEGANTLY FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE

For terms, apply to-THE PROPRIETOR.

· SPECIALITIES.

Hongkong, 7th May, 1906. [30] ORIENTAL HOTEL, MACAO.

FIRST CLASS HOTEL situated in the Centre of Praya Grande with splendid view of the Harbour,

LARGE AND LOFTY ROOMS, Elegantly Furnished.

EXCELLENT CUISINE. WINES AND SPIRITS of the best quality. BILLIARD TABLE, the best in the Far East.

EVERY COMPORT YOR RESIDENTS AND TOURISTS.

For Terms, &c., apply to-THE MANAGER. Macao, 16th October, 1905.

Shipping—Steamers.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

	, *********				
8.8.	"HONAM,"2,363	tons	('	Captain	H. D. Jones. 🖰
41	"POWAN,"2,338	11	*******	11	W. A. Valentine
	"FATSHAN,"2,260				R. D. Thomas.
	"HANKOW,"3,073			1	C. V. Lloyd.
	"KINSHAN."				J. J. Lossius.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted). Departures from Canton to Hongkong daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday

These Steamers, carrying His Majosty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Salcon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO, LTD.

HONGKONG-MACAO LINE.

Departures from Hongkong to Macao on week days at 2 P.M., on Sundays at Noon, except when otherwise notified by Express. Note:-During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table. Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"219 tons........... Captain T. Hamlin. This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"588 tons Captain J. Willox. One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures, from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at

about 8.30 A.M. FARES :- Canton to Wuchow......Single \$15.00. Return \$25.00. Canton to Tak HingSingle \$12.50. Return \$21.00.

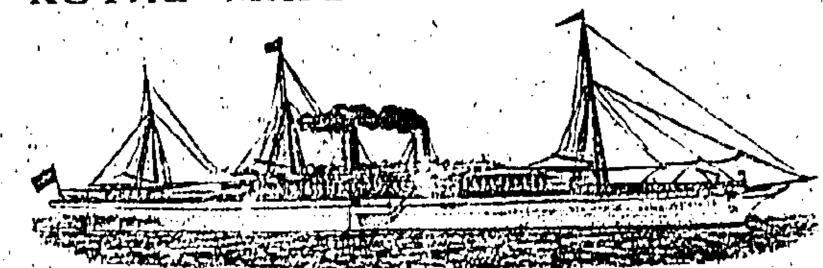
Canton to Samshui......Single \$7.50. The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the-HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., Hotel Mansions, (First Floor) opposite the Hongkong Hotel, Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st March, 1905.

CANADIAN PACIFIC RAILWAY COY.'S. ROYAL MAIL STEAMSHIP LINE.



Luxury-Speed-Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial. 12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

ſ	Prop	OSED SAILI	NGS.	• . • .	*		Alteration).	,
•• •	,		Tons	LEAVI	e Hongk	DNO	ARRIVE VANC	OUVER
			6,000	,WEDN	ESDAY,	June	20July' 11	
HATURN	ITAN"	· · · · · · · · · · · · · · · · · · ·	7.440	WEDN	ESDAY,	June	27July 21	•
HRMPRI	70 225	TAPAN"	ნ.თა	WEDN	ESDAY,	July	IIAugust	1
" MONT	RAGIR	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	5. 500	WEDN	ESDAY,	July	18August	11
HEMPRI	RSS OF	CHINA "	6.000	WEDN	ESDAY,	Augu	ist IAugust	72
"TARTA	R "		4,425	WEDN	ESDAY,	Augt	ist 8Septem	per I

THE Quickest route to CANADA UNITED STATES and EUROPE, calling at SHANG-HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVER-LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Hongkong to London, 1st Class......vid St. Lawrence £60. Vid New York £62. Hongkong to London, Intermediate on

Steamers, and 1st Class Rail R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage D. W. CRADDOCK, Acting General Agent. apply to Corner Pedder Street and Praya, opposite Blake Pier. [13 Hongkong, 30th May, 4 906.

HAMBURG-AMERIKA

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to Autwent, Amsterdam, Rottendam, Copenhagen, LIBBON, OPORTO, LONDON, LIVERPOOL, GLABGOW, TRIESTE, GENOA, PORTE IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED BAILINGS FROM HONGKONG

	SUBJECT TO ALTERATION	, -	
STKAMERS.	DESTINATIONS.	BAILING DATES	
ANDALUSIA	HAVRE, BREMEN and HAMBURG (Calling at S'PORE, PENANO & COLOMBO).	} 20th June	
ACTI IA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	} 25th June	'
RHENANIA*	HAVRE and HAMBURG, and NAPLES for Landing Passengers. (Calling at S'PORE, PENANG & COLOMBO)	} ath Inly	Freight and Passengers
	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO)		Freight,
ALESIA	HAVRE and HAMBURG (Calling at Sipore, PRNANG & COLOMBO)	} 6th Aug.	Freight.
SPEZIA	} (Calling at S'PORE, PENANG & COLOMBO)	20th Aug.	} Freight.
- O Caseis Ditentiti	of intending Passengers is drawn to the s Saloon and cabins amidships. Lighted thro	F • • • • • • • • • • • • • • • • • • •	

Duly qualified Doctors are carried.

For further Particulars, apply to-HAMBURG-AMERIKA LINIE.

Hongkong, and June, 1906.

HONGKONG OFFICE, King's Buildings. Mails.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN

STRAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SURZ, PORT BAID, NAPLES. GENOA ANTWERP, BREMEN/HAMBURG; Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports. PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SITHONIA (For Cargo only)	SAILING DATESFRIDAY, 8th June.
BDETTSERN	WEDNESDAY, 20th June.
ZIRTRN	""" Am Jash
CNEISENAII	WEDNESDAY, 18th July.
RAVERN	WEDNESDAY, 1st August
anthe proper trimpot o	WEDNESDAY, 15th August
notale circl columbication	WEDNESDAY, 29th August
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 25th September.
ROOM	WEDNESDAY, toth October.
PRINZ LUDWIG	of, the Steamship SITHONIA, Captain

N FRIDAY, the 8th day of June, 1900, the Steamship 37 77077777 OFFICE Brehmer, with CARGO only, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on WEDNESDAY, the 6th June, Cargo and Specie will be received on Board until 5 P.M., on THURSDAY, the 7th June, and Parcels will be received at the Agency's Office until NOON, on THURSDAY, the 7th June. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Percels should not exceed Two Cubic Feet in Measurement.

RATES OF PASSAGE MONEY	FROM HO	NGKONG	1
	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0	£12, 0, 0.	£22, 0, 0,
Return	91. 0, 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0. 97. 0. 0.	44, 0, 0, 66, 0, 0	24. o. o. 36. o. o.
TO NEW YORK VIA SUEZ :			-5-0-0
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. d. o.	26, 0, 0.
Return	115. 0. 0.	79. 0. 0.	47, 0, 0,
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46, 0, 0,	
Return	123. 0. 0.	83. o, o.	49. 0. 0.

in the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STRAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN HRRBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

	(Subject to alteration).	
STHANERS. PRINZ WALDEMAR	TON5.	SAILING DATES. TUESDAY, 26th June.
PRINZ SIGISMUND		TUESDAY, 24th July. TUESDAY, 21st August.
ON THESDAY, the 26th	day of June, 1006, at	Noon, the Steamship PRINZ

J WALDEMAR, Capt. C. Woltemas, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	•	ist Class :	and Class	3rd Class	1st Class	2na Cias
	TO MANILA					
	TO NEW GUINEA	£28.—	£18.10	£14.00,Return	£42.00	£27.15
	TO BRISBANE	, £30.—	£10.—	£14Return	£54.—	£36.—
	TO SYDNEY	· £33.—	£23 —	£15 Return	£59.10	£41.10
	TO MELBOURNE	. £34.10	£24.10	£16.—Return	£62.5	£44.5
	ТО УОКОНАМА	., \$80.00	\$60.00	\$40.00 Return	\$170.00	\$130
	TO KOBE	\$95.00	\$70.00	\$50.00,Returi	\$170.00	\$120.
•	TO YOKOHAMA & back from KOBE to HONGKONG	m	\$100.00	•		

	THROUGH RATES OF PASSAGE MONEY FROM HONGI	CONG:
		1st Class
	TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
`	TO EUROPE VIA AUSTRALIA AND AMERICA	96, 0, 0
	From Australia to New York via Vancouver by the C. P. R. Co. steat	mers, or via o

Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

SERVICE. ABOUT STRAMERS FOR

VOKOHAMA & KOBEPRINZ WALDEMAR*WEDNESDAY, 6th June. BHANGHAI, NAGASAKI, GNEISENAUWEDNESDAY, 20th June. ROBE & AOROHAWY * Reaching Yokohama in less than 6 days.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG. VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the Magnificent Express speamers of the Norddeutscher Lloyd are issued at the following rates:

TO BREMEN TO PARIS VIA CHERBOURG TO NAPLES, GENOA VIA GIBRALTAR

TO LONDON WIA PLYMOUTH OR SOUTHAMPTON

NORDDEUTSCHER For further Particulars, apply to

Hangkong, 1st Jung, 1906.

MELCHERS & CO.. AGENTS.

Intimations.

LINES. THE YOKOHAMA DOCK CO.,

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 875 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blooks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably ith that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. A. 1, and Watkins. "Liebers, Scotts, Yokohama, May 23rd, 1905.

EYES

N. LAZARUS, OPHTHALMIC OPTICIAN, 3. PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Spectacles for all requirements, All kinds of Repairs. Lenses Ground. Ask, or write, for Illustrated Booklet on "Defective Sight"-free. SHANGHAL. CALCUTTA, London.

21, John Street, Bedford Row, W.C. Hongkong, 27th November, 1905.

566, Nanking Road. 59. Bentinck Street.

WEST RIVER BRITISH STEAMSHIP CO. HONGKONG KONGMOON AND KAUKONG LINES,

SAILS every Sunday, Tuesday, and Thursday, at 7 P.M., for the above Ports.
THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE

S.S., "LINTAN" and S.S. "SAN-UL" SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS. THE steamers sail from Hongkong to Saushut, Shuthing, Takhing and Wuchow. They pass through the Canton delta, and steam up about 150 miles through the gorges. and beautiful scenery of the West River,

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to-BUTTERFIELD & SWIRE. AGENTS,

WEST RIVER BRITISH S.S. CO. Hongkong.

Hongkong, 23rd December, 1905

CHINA-JAPAN, BETWEEN JAVA, CHINA, AND, JAPAN,

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	· JAVA	First half	JAPAN VIA SHANGHAI	Second half
TJILATJAP	JAPAN	Second half	JAVA, PORTS	Second balf
TJILIWONG.	JAVA	First half July	JAPAN VIA SHANGHAI	First half July
тјімані	JAPAN	First half	JAVA PORTS	First half July

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

THE HEAD AGENCY

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375, YORK BUILDINGS, 1st Floor. Hongkong, and June, 1906.

For Particulars of Freight and Passage, amply to

FOR SALE. WELSBACH'S IN-

KWONG SANG & Co. No. 70, WELLINGTON STREET,

TURERS and DEALERS in Ladies,

and Children's Underwear, Silk, Pongee, Grass-

cloth, Fancy and Piece Goods, &cc. Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

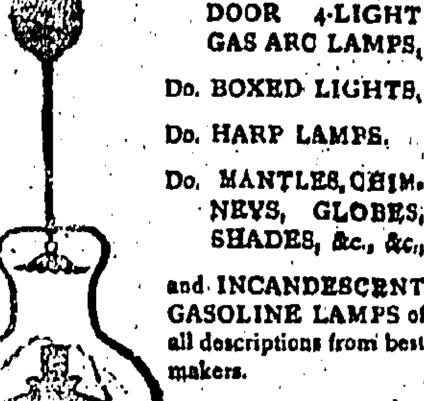
TRIAL ORDER SOLICITED, Hongkong, 1st Vebruary, 1906,...

THE HONGKONG STUDIO, HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR, DORTRAITS, GROUPS and ENLAP

GING and COPYING in all Sizes. LARGE SELECTION OF VIEWS ALWAYS. ON HAND.

PRICE VERY MODERATE Hongkong, 15th September, 1003



Do. MANTLES, QHIM. nrys, globes, SHADES, &c., &c., and INCANDESCENT GASOLINE LAMPS of all descriptions from best

DOOR, and .OUT-

NAPHTHA of the best kind for GASOLINE LAMPS and GABOLINE Engines, kept its stock,

TAI KWONG CO., / roo, Des Vœux Roal Central.

Hongkong, 10th April, 1906,

Untimation.

WM. POWELL, LTD.,

ALEXANDRA -

Des Naux Road.

BUILDINGS,

NEW

SUMMER

WEAR.

SMART,

DAINTY

and,

INEXPENSIVE.

All kinds of

HEADGEAR

made to order.

FASHIONABLE

DRESSMAKING

reasonable charges.

STYLE

Guaranteed.

A CALL INVITED.

Wm. POWELL, Ld.,

Drapers, Dressmakers, Milliners, and Complete House Furnishers,

Alexandra Buildings, HONGKONG,

Hongkong, 30th May, 1906;

Untimations.

K. A. J. CHOTILMALL & CO., 8, D'AGUILAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and Japanese Silk Goods.

Just Arrived

SOCKS (Linen) IADIES' AND GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS. SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.

SANDALWOOD BOXES (INLAID). HANDKERCHIEF BOXES, GLOVE BOXES.

MONEY BOXES, &c. LINEN HANDKERCHIEFS, JAVA

ERONGS. MANDARIN COATS, COTTON SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited. Hangkong, 28th May, 1006.

A. CHAZALON & CO.

JUST UNPACKED. .

NEW Consignment of the following :-

ANCHOVY (Norwegian) in Keys. SALMON BELLIES SALTED HERRINGS

MACKARELS GERMAN SAUSAGES in Tin (Assorted).

in Skins: ASPARAGUS.

VEGETABLES (Assorted). FRENCH FRUITS IN SYRUP (Assorted). STUFFED OLIVES.

PASCALL'S ASSORTED SWEETS and TOFFEES Honglong, 12th May, 1306.

ANCHOVY IN OIL (Boullers).

NIKKO CO.

WHOLESALE AND RETAIL DEALERS,

in all kinds of TAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed...

No. 5, Arsenal Street, Hongkang. Hongkong, 28th April, 1906.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

INO. 35, DES VŒUX ROAD CENTRAL. The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

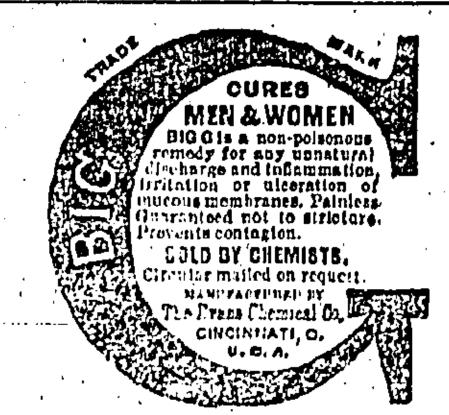
Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., I.d., Firms and other leading any Cargo. Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs A. S. Watson & Co., Ltd. write as follows:--

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ld.

ORDERS punctually attended to, and CHARGES most moderate. AN INSPECTION INVITED: Hongkong, 1st March, 1906.



JUST LANDED.

A FRESH CONSIGNMENT OF A NGLO-SWISS CONDENSED MILK (Milkmaid Brand). Guaranteed to be fresh and wholesome. Exceptionally low prices for retail and whole-

sale buyers. Per Dozen tins \$2.50, Per Case of 4 dozen tins \$9.50.

H. RUTTONJEE, Hongkong and Kowloon. Hongkong, 18th May, 1906,

Intimations.

NOTICE.

ANDING upon the property of THE HONGKONG MILLING COMPANY, LIMITED, at JUNK BAY, is PROHIBITED from this date without Written Authority from

the Undersigned. The portion of the Western Shore of Junk Bay covered by this Notice, extends for about two miles from a large matched 500 yards or thereabouts South of the Mill Buildings in a Northerly direction to the stream near the village, marked CHAN JI on Chart No. 3,279.

A. H. RENNIE & Co., General Managers. Hongkong, 1st June, 1906.

NAVY LEAGUE.

HONGKONG BRANCH.

THE ANNUAL GENERAL MEETING OF THE MEMBERS AND ASSO-CIATES of the Hongkong Branch of the Navy League will be held in the City Hall, on WEDNESDAY, the 6th proxime, at 5.15 P.M., the Hon. Mr. H. E. POLLOCK, K.C., in the

> A. R. LOWE, Hop. Secretary,

Navy League, Hongkong Branch. Hongkong, 31st May, 1906.

BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS COAL AND PROVISION MER-CHANTS, NAVAL CONTRACTOR AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG, SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR T_J ARTMANN'S RAHTJEN'S GENUINE II COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR LAUNCHES,

Sole Agenti for FERGUSON'S SPECIAL CREAM

P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK REASONABLE PRICES.

Honokano, 7th March, 1005. To Let.

TO LET.

LJAYTOR," THE PEAK Immediate Possession. OFFICES in King's Building and YORK BUILDING.

GODOWNS on PRAVA EAST. A HOUSE in CLIPTON GARDENS, Conduit Road. A HOUSE in RIPON TERRACE.

FLATS in MORETON TERRACE, Apply to-

THE HONGKONG LAND INVEST MENT & AGENCY CO., LD.

Hongkong, 1st June, 1006. TO LET.

KNUTSFORD TERRACE, Kowloon. Apply to-

THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 30th December, 1905.

TO LET. ODOWN No. 3, NEW PRAYA, Kennedy . Town.

. Apply to-THE HONGKONG LAND INVEST MENT & AGENCY CO., LD.

Hongkong, 27th June, 1905.

TO LET. TWO GODOWNS at East Point, close to the Water, suitable for the storage o

Floor Area 6, 100 square feet each, Apply to— JARDINE, MATHESON & Co. Hongkong, 20th January, 1906.

TO' LET. OLD BAILEY, Apply to-ARRATOON, V. APCAR & Co.,

Hongkong, 26th April, 1906. Mentistry.

45, Wyndham Street.

DENTAL SURGEON.

DE PERINDORGE. DIPLOMA: PARIS. Latest Improvements Including

PORCELAIN FILLINGS. HOTEL MANSIONS, Pedder Street, Hongkong, 1st June, 1906.

> Dr. M. H. CHAUN, THE LATEST METHOD

AMERICAN SYSTEM OF DENTISTRY 37, DES VIEUX ROAD CENTRAL. From the University of Pennsylvania, USA Hongkong, trad fulv, root.

TSIN TING.

LATEST METHODS OF DENTISTRY, STUDIO AT NO. 14, D'ACUILAR STREET. REASONABLE FEES.

Consultation Free.

Hongkoug, soth July, 1904.

the 2nd inst.: - Freights are in much about the same unsatisfactory position as reported a fortnight ago. There is very little business in any direction, and were it not that demand from Saigon to this had revived and helped a fair number of boats"to char ers for prompt loading, there would have been no outlet practically for what has been accumulating in the shape of handy-sized and ready boats. The rates that have been obtained, between 15 and 14 cents. Just about pay steamers' expenses and and nothing more. Tonnage remains supplied,

COMMERCIAL.

FREIGHT.

Messre. Lamke and Rogge write as under on

at lower rates. Saigon to a Philippines part, only fixture reported is of a smill carrier, prompt, at 28 cents per picul; Saigon to Japan as well as Baigon to Java there have been no inquiries.

and whilst there is some little demand yet,

charterers continue in their attempts to get in

As for Bangkok, having regard to comarks in last circular, with the advent of the competition and the probable war in rates between the Norddeutscher Lloyd and the Nippon Yusan Kaisha there is no opening for outside tonnage for the present.

Yangtse freights to Canton are reported to have fallen to quite an impracticable level, and also from Newchwang business to southern China ports appears to have gone off altogether, it is said owing to prices for produce ruling too high in the northern port.

Concerning Java and chartering for dry and wet sugar for this port, there have been indications quite lately that business may become practicable shortly, though at first for small or medium-sized tonnage only.

Amongst the fixtures of the fortnight under review there is one of a steamer to load salt from Honcohé Bay, to this port at 17 cents. General chartering is otherwise conspicuous by its absence, though on time basis three fixtures for short terms have been effected.

Coal charters there have been from Hongay to this port, prompt, at \$1.25; to Canton ditto; at \$2; to Penang, end of July loading, at \$2.75. Haiphong to Shanghai has had a fixture at From South apan coal port to this there has

been business at \$1.40, \$.30, and \$1.35, market closing at the lower rate with tonnage supplied. Kuchinotzu to Hongay another fixture has been effected at \$1.50 per ton As for sailers, there is nothing new to report. Sail-tonnage Disengaged :-- American bark

THE SITUATION IN TAIREN.

Departures of Sailers :- None.

Alla, 1,300 ton reg.

COMMERCIAL AND SOCIAL CONDITIONS. The Osaka Shimpo publishes the following communication from Tairen :- "Things are very quite here, just as if fire had broken out and swept across the harbour, where until towards the end of last year so many vessels were seen going and coming, and the landing and shipping of goods was being busily carried on. The business at shops dealing in miscellaneous goods kept by the Japanese has fallen to one-sixth of the sales in December last. Japanese drapers, who find the licensed quarters their best customers, are now is a very awkward position, are unable to collect their bills, which have reached an enormous sum, and they are being pressed by the home merchants for setttlement of their accounts. The sales of flour and beer alone continue favourable, as [72 | the demand for these commodities among the Chinese is steadily increasing. The work of the Society for the Rescue of Women in Manchuria has proved most successful, and gread credit is due to that organisation. The work of the Society, as its name indicates, is the rescue of unfortunate Japanese women in Manchuria. A large majority of these women are condemned en masse as immoral, but this is far from being the case. Many are un-fortunate creatures who have been abducted from Nagasaki or Amakusa by false promises. Quite a number of such women have been rescued by the Society, and the Osaka Shosen Ka'sha has arranged to bring these women back to Japan at half-rate. Lieut-Colonel Hibiki, Director of the Military stores in Tairen, is giving valuable assistance

THE "DRKADNOUGHT'S" GUNS.

to the work of the Society."

The battleship Dreadnought, writes a Portsmouth correspondent is making very rapid progress, and it is expected that she will be ready for her steam and gun trials in October next, within about a year of the date when the first keelplate was laid down. In the past battleships have taken about three years to complete for sea, but the Dreadnought will be ready for the pennant in a little over one third of this time, so expeditiously has the work been carried out, owing to extraordinary measures and the recourse to overtime.

The feature of the ship of greatest interest is the new type of gun, the most powerful ever mounted affoat, which is to be carried. This is the 12in. Mark X. which has for many months been the subject of experiments, and has been finally adopted by the Admiralty after most elaborate tests. It is a wonderful weapon, and the best naval gun, it is claimed, policised by any of the world's fleets.

It is not many years since the 12in, was accepted as the standard battle gun of the British Navy, and four have been mounted in each battleship hitherto. Meantime experiments have been made, and the gun has been gradually improved. The progress which has been made h s been extraordinary. The earliest type, which weighed only 45 tons, had a projectile of 714lb, but in later designs the shell has been increased to 850lb. which is the weight for the newest manufacture of forty-five calibres, ten of which are to be carried by the Dreadnought. The improve ment in the 12in, gun may be judged from the following summary, showing that the power

has been more than doubled; Penetration of Mark. Weight of gun. Muzzle Wrought iron valocity, at muzzle. (Feet a second.) (Inches.) III. to V. 45 or 46 VIII.

51'0

Whereas the early 12in, guns required a charge of 88lb. 8ez, of cordite, the Dreadnought's weapons will have 325ib. of modified cordite. Like the Mark VIII and Mark IX., these new guns are built on the wire system. It is almost impossible to imagine the con-centrated energy of a gun which can send a projectile of Scolb, through fr inches of wrought iron if placed at the nuzzle. It is calculated that two rounds a minute can be [68 | fired from this new tain, gun.

Notice of Firm.

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED. NOTICE.

DURING the absence from the Colony of the Undersigned, Mr. E. W. MAIT-LAND has been appointed ACTING SECRETARY of the above Company.

By Order of the Board of Directors, JAMES WHITTALL,

Secretary. . Hongkong, 30th May, 1006.

Auctions.

PUBLIC AUCTION. HE Undersigned have received instructions to sell by

PUBLIC AUCTION, TO-MORROW, the 5th June, 1906, at 11 A.M., at ARMY ORDNANCE STORES, Queen's Road East,

THE FOLLOWING GOVERNMENT STORES

at the Arsenal Yard :-AXLETREES. BOLTS and NUTS, IRON SIFES or PORTABLE MAGAZINES, WHEELS, COPPER SCALES, VICES LEATHER STRAPS, OLD BRASS, GUN-METAL, COPPER, WHITE METAL, ZINC, STEEL, CAST, WROUGHT and GALVA-NISED IRON, LEATHER, BLANKETS, TENT DUCK, TARRED and PLAIN CAN VAS, ROPE. DOOSOOTIE BUNTING, WOOLLEN RAGS, OLD WOOD, IRON DRUMS and CYLINDERS, PAINT KEGS, PACKING CASES, &c., &c.

A large quantity of OLD BRASS.

A quantity of Old and Part Worn CLOTHING. Catalogues can be had at the Ordnance Office or from the Auctioneers.

TERMS OF SALE :- Cash on delivery. All faults and errors of description at purchasers' risk, on the fall of the hammer. All lots to be cleared within 48 hours.

HUGHES & HOUGH, Government Auctioneers. Hongkong, 4th June, 1996.

PUBLIC AUCTION. THE Undersigned have received instructions to sell by

PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED. WEDNESDAY,

the 6th June, 1906, at 11 A.M., at their

Sales Rooms, No. 8, Des Voux Road,

corner of Ice House Street, SUNDRY HOUSEHOLD FURNITURE,

- AN ASSORTMENT OF ENAMELLED WARE GOODS.

TERMS :- As usual, HUGHES & HOUGH, Auctioneers: Hongkong, 31st May, 1906.

By Order of the Mortgager. PUBLIC AUCTION. A ESSRS. HUGHES AND HOUGH have

received instructions to sell by PUBLIC AUCTION, MONDAY, the 11th day of June, 1906, at 3 P.M., at their

THE FOLLOWING VALUABLE LEASEHOLD PROPERTY.

Sales Rooms, No. 8, Des Vœux Road Central,

situate at Victoria, in the Colony of Hongkong, All those PIECES or PARCELS OF GROUND situate at Victoria aforesaid registered in the Land Office respectively as the REMAINING PORTION OF SECTION A OF INLAND LOT No. 505 and the REMAINING PORTION OF INLAND LOT No. 505, together with the Messuages thereon, known as Nos. 54,

56, 58, 60 and 62, Stone Nullah Lane, and Nos. 4, 6, 8, 10 and 12, Wanchai Road. Area 3,694 square feet or thereabouts. Term

For further particulars and conditions of sale, apply to— Messre. JOHNSON, STOKES & MASTER, Solicitors for the Mortgagee,

Messrs. HUGHES & HOUGH, Government Auctioneers. Hongkong, 23rd-May, 1906.

PUBLIC AUCTION. THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

THURSDAY, the 28th June, 1906, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Company's premises, Kowloon,

COMPLETE CEMENT FACTORY. Originally intended to be put up as the Kwantunsk Cement Factory, but landed in Hongkony on account of the Russo. Ispanese War, will be sold, by order of the proprietor Mr. Hereditary Honorary Citizen Anatoly Charlampiewitch Tetjukow of Saigrajewo.

The Plant of this Cement Factory, which has been fitted out with the latest technical inventions for manufacturing Cement, by the dry system, consists among others of :-LOCOMOBILES (Wolf, Magdaburg). MILLING MACHINES.... (Smidt, Copenhagen)
COOLING INSTALLATIONS (Atlas Fabr. ,, ELECTRICAL , (Allg. Elec. Comp.).
TRUCKS, &c,(Orenstein & Koppel)

All in all the whole plant is very nearly the same as the Factory Kljaksdorph, near Malmo in Sweden. Specifications of the Machines and Accessories as well as any further information may be obtained from-

SIEMSSEN & CO.

Hamburg & Hongkong. LAWYER BUBNOFF. In St. Petersburgen assilii Ostrow,
4 Linie, Head No. 5, as well as from the Anctionsers. Messre, HUGHES & HOUGH.

Honghong, with May, 1966,

Intimations.





THE POPULAR SCOTCH



JAMES BUCHANAN & CO. SUOTCH WHISKY DISTILLERS.

B.M. THE KING HRH the PRINCE of WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from

TUBORG BEER.

FIRST Class PILSENER BEER guaranteed free from Salicylic Acid.

or 6 doz/ pints.

Sole Agents:

THE WINE GROWERS

SIEMSSEN & CO. Hongkong, coth lanuary, 1903.

Cognac, + + + ... \$15.00 Per. Dozen Case

Fine Champagne 22.50 Cognac, Grande

Guaranteed 22 Ycars.Old 31.50 Grande

Guaranteed - 20 Years Old..... Grande

Guaranteed 30

BARRETTO'& Co., Agusto, Nos. 22 & 24. Bank Buildiage.

Queen's Road Central

By Appointment to

the principal Stores.

and any other Chemicals. PRICE \$10.50 per case of 48 bottles (quarts)

Special Prices for Quantities.



BARRETTO &. Co., General Agents, Hongkong,

COGNACS.

L. ROZET & CO., BORDEAUX.

Special Brands.

n S. O. P. ... 18.70 Very Old

Fine Champagne Blue, Ribbon.

Fine Champagne.

Cognac, Fine Champagne, Red Ribbon

Years Old

Untimations.

ESTABLISHED A.D. 1841.

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS, ALEXANDRA BUILDINGS.

SCOTCH WHISKIES. GREAT REDUCTION

PRICES.

From this date the prices of our popular brands of SGOTCH WHISKIES will be as

tinder :	Per Case of a doc.
A. THORNES BLI	END \$11.00
B. GLENORCHY	BLEND (A
Fine Soda Whis	ky) 11.40
C. ABERLOUR-GI	ENLIVET (A oured Whisky) 12.50
D. H.K.D. BLENI) of the Pinest h Whiskies 14.00
· Old Mate acord	It to trimping the sales a

E. BLEND. The popular Whisky in the Far East 15.00 The above prices are strictly net. The

adiscount of five per cent, previously allowed

on our Whiskies ceases from this date.

A. S. WATSON & CO.

'LIMITED,

WINE AND SPIRIT MERCHANTS, ALEXANDRA BUILDINGS. Hongkong, 17th May, 1906.

POST CARD

ACOMPETITION.

comparison with the figures for 1905, that is, To all purchasers at our Establishment of \$1 of this sum, however, the aggregate expendiand upwards between June 1st and June 25th will be given a Coupon entitling them to enter the following Competition. The largest number of English words that can be made from " MARIE BRIZARD."

1	Case Pts. Per-
	inet & Fils
,	5Champagne \$56.50
	2nd Prize:
1	Case Royal
	Old Highland
	Whisky 24.00
	2nd Prize

.. 1st Prize:

3rd Prize: Case MacIntosh Whisky 10.00

ILELIONICONSOLATION PRIZES.

In the event of ties to be drawn for. All replies to be sent on Post-cards only. Prizes will be distributed the 30th June when all cards may be inspected at our office.

> OASH LESS 10%. CREDIT LESS 5%.

GREGOR & CO., WINE AND SPIRIT MERCHANTS. 19, QUEEN'S ROAD CENTRAL. [36] The grant is preposterous! Hongkong, 29th May, 1906.

The Hongkong Celegraph

HONGKONG, MONDAY, JUNE 4, 1906.

COLONIAL FINANCE.

If the figures presented in the comparative statement of revenue and expenditure of the Colony for the first quarter of the year, furnish any indication of the results likely to be attained for the current year, the finances of the Colony show anything but a promising outlook for the twelvemonth. Examining the revenue returns for the quarter, as compared with the same period last year, we are confronted with the fact that, whereas there has been an increase of \$81,667.77 over the estimated amount, this surplus is more than absorbed by the decreased receipts in the other items which total \$209,579.28. Of the latter amount Land Sales alone account for \$178,831,01. Excluding this source of revenue, which really represents a capital asset of the Colony, there is a balance of fifty odd thousand dollars in favour of the current year. The detailed items of increase are :-

Licences and internal revenue.	\$12,188.19
Fees of Court, &c	80.108,513
Rent of Property, &c	
Interest	კ51.00
The heads under which the de-	creases are
accounted for comprise :	

Light dues \$941.58 Post Office ... 6,227.69 4,057.81 Miscellaneous ... _Water Account 19,521.19

Before passing to the estimates of expendi-

ture, attention may be invited to a sum of

\$2.10,000 opposite a curious head of revenue denominated "Widows' and Orphans' Pension Fund." Enough has been said in these columns in opposition to the inequitable appropriation to the Colonial exchequer of so large a sum of money, which, it very questionable if Government can legally transfer to the general revenues of the Colony. So far it is pleasing to observe that, though the sum of over a quarter of a million dollars has been put down by way of transfer from the Fund to the coffers of the Government, in the revenue statement of the first quatter of the year, no credit has been taken of any portion of that money. Far the most equitable procedure would be to return this large accumulated Fund to the subscribers thereto, who should receive their disbursed quota with far better grace than the bonus a section of the Civil Service are claiming by reason of the appreciation in the gold value of the dollar-a bonus, we have no hesitation in again emphasizing, they have no title to. "The expenditure of the Colony a diminution of a half lakh of dollars by

	· Pensions · · · · · · · · · · · · · · · · · · ·	9.924.04
	Registrar General's Depart-	
	ment	838.12
	Audit	322.80
	Treasury	203.29
l	Post Office	4,434.50
İ	Harbour Master's Depart-	
l	ment	3,170.52
ĺ	Observatory	220.45
I	Judicial	. 874.10
l	Medical	7,079.08.
1	Education	2,825.12
I	Charitable Allowances	29.35
	Transport	639.06
	Miscellaneous	3,586.83
	Public Works	2,077.10
	Do., Extraordinary	175,137.05
		1

alter excluding a sum of \$435,048.95 devoted

ture is in excess of that for the correspond-

ing period of last year by \$125,935.54

result is tabulated as follows:---

Against the foregoing increases must be set the various economies effected. They

re in respect of—	
Public Debt \$ 20.09)
Governor 253-44 Colonial Secretary's Dept 237.66	ļ
Colonial Secretary's Dept 237.60	Ś
Police 2,326.6:	2
Sanitary, 5,909.00	J
Botanical and Forestry 3,503.00	9
Military Expenditure 72,274.7.	1
: Public Works 2,077.10	2
ggregating \$86,601.89. On the whole, i	
ery improbable from the results thus	ſ
ttained that the financial operations of	tl
Sovernment for the current year will sl	

any credit balance at the end of December. The largest deficit will, undoubtedly, be shown by the estimate framed for land sales, which in the present stagnant condition of the property market, may fall far short of the forecast for the year. There is all the more reason, in view of the unpromising outlook, why the taxpayers should not be burdened with any further expenditure like that involved in the Hon. Mr. Pollock's suggestion to the Legislative Council, to grant a bonus to the extent of all the salaries of the Civil Servants paid on a sterling basis, by converting that proportion on an arbitrary rate of exchange of 1s. 8d. to the dollar with that token's current value standing at 25, 18d.

LOCAL AND GENERAL.

MR. William W. Astor, the American millionaire, has given Cleveden-hall and its contents to his son, Waldorf Astor, and the "Sancy" diamond, worth £20,000, to Mrs, Langhorne Shaw, on the occasion of their wedding.

For snatching a pair of trousers from the counter of a shop in Queen's Road East and bolting down the road, yesterday afternoon, a coolie, on being charged by Inspector Gourlay. was this morning sentenced to three weeks' hard labour and six hours' stocks, by Mr. F. A. Hazeland, at the Magistracy.

Ir is stated that Dr. Louis Klopsch, of the New York Christian Herald, who collected many lakhs of rupees for the Indian famines of 1896 and 1900, and who received the Kaiseri-Hind gold medal from the King for that signal service, has just received the thanks of President Roosevelt for collecting 100,000 dollars, or about three lakhs of rupces, towards the relief of the sufferers in the San Francisco

SERGEANT O'Sullivan prosecuted two coolies before Mr. F. A. Hazeland, at the Magistracy this morning, for stealing from a married woman a gold finger ring and a pair of trousers, at Hunghom, yesterday. Desendants denied the charge. Evidence was heard, and his Worship sentenced them to three weeks! hard labour and six hours' stocks each. Defendants at the expiration of the term of imprisonment will be banished.

THERE was some commotion at West Point on Saturday afternoon when it was learnt that a Chinaman, suffering from plague, had committed suicide. The occurrence took place at the district hospital at No. 63, Third Street. A Chinaman, it appears, was suffering from plague, and being in a delirious condition, he rushed for the verandah and jumped to the street below. He was killed instantly. The police were summoned and his body removed to the mortuary.

CHAN Hak, a boarding-house runner, perform ed an athletic feat in the harbour yesterday, and 'had it not been that Sergt. Wilden was near at hand he would have got off well, but as the officer witnessed the feat, it cost Chan dearly. At the Police Court this morning he was charged with going on board the steamer Hanol without permission from the captain. Sergeant Wilden said that the defendant "jumped" on board the ship while she was going full speed. Mr. F. A. Hazeland fined desendant \$50, with the option of two months' hard labour.

A seaman on board s.s. Anglo-Canadian was arraigned before Mr. F. A. Hazeland, at the Magistracy this morning, with being drunk and disorderly in Ice House Street, on Sunday, and also with assaulting a Chinese constable while in the execution of his duty. Defendant pleaded ignorance. It appeared that he was asleep in the side-channel and when told to get up he twisted the lukong's hand and struck him. Inspector Warnock said defendant was very disorderly when he arrived at the station. His Worship imposed a fine of \$2 on the first charge, and \$3 on the second.

for the first three months of the year shows THE constant petty larcenies that have been going on of late at the Army Service Depart ment resulted in the watchmen being put on the qui vive. On Sunday afternoon the watchman noticed a bulky looking coolie leaving the to Public Works Extraordinary. Inclusive yard and on searching him twenty-eight pounds of brass was found under his cont. Inspector Gourlay took charge of the man. The coolie, who turned out to be a marine hawker, was charged this morning, before Mr. Hazeland. Detailing the respective departments contri-He denied the charge of being in unlawful buting towards the excess expenditure the possession of the brass. Evidence of the watchman was heard, and his Worship fined him \$15. with the alternative of one month's gaol.

> HERE is a new-and true-story, writes a correspondent of the Morning Leader, to set beside the hoary anecdotes of schoolroom answers that we have all so frequently heard. A worried pedagogue was trying (without much go into a country churchyard? What sort of stone do you see there?"-" Gravestones," came the prompt reply.-" And what sort of stone do they remind you of?", he added, wearily,-Brimstone ' came the startling rejoinder from some small descendant of Calvinist forbears.

A TRUCK accident occurred in Des Voeux resulted in a blind boy being removed to hospital suffering from bruises. Truck 99, which was heavily laden, was rushing along the road, being drawn by a number of coolies. They collided with the blind boy who was knocked down, the wheels, of the truck passing over his hand. It is expected that one of his fingers will have to be amputated. All the coolies in charge of the truck bolted, but one, whom the police arrested. He was charged before Mr. F. A. Hazeland this morning, at mitted the charge. As the lad is unable to leave hospital the case was adjourned. Bail \$25.

AT the recent sale at Christie's, London, of the personal effects of the late Sir Henry Irving. some excitement was caused by the purchase. by an American collector, for 1,200 guineas, of John S. Sargent's famous painting of Ellen Terry (whose jubilee was celebrated recently), as "Lady Macbeth.", Afterwards a Mr. Duveen secured an option of repurchase on the understanding that he intended the work for Tate Gallery. Sir Charles Holroyd, head of of Tate Gallery, laid the matter before the Board of Trustees who accepted the generous offer, and the picture, which is considered one of the R.A.'s masterpieces, will thus be prehead, and forms a fine likeness of her, both as woman and as artiste.

· H.M.S. "MONMOUTH."

DUE IN HONGKONG.

The British cruiser Monmouth, which left Singapore on Wednesday last, was expected to arrive here this afternon.

. A. Tuke. Capt. Tuke, who has served in all parts of the world, joined the Queen's Navy in July, 1870. He was promoted lieutenant 1881, commander in 1895, and captain on the last day of 1901. He was a sub-lieutenant on the Pioneer in the Niger Expedition to the capital of the Emir of Nussa. He also participated in the operations round, and the hombardment of, the town of Nutcha (mentioned in despatches) and was lieutenant on the Northumberland during the Egyptian War of 1882 (medal and the Khedive's star). He held the appointment of Master of the Fleet for the Coronation Naval Review, 1902. He is no stranger to the China Station, having been commander and navigating officer of the battleship Centurion, flagship of Sir E. H. Seymour, K.C.B. when he commanded the Station, 1898-1901. Latterly, Captain Tuke was in command of the gunnery ship Undaunted, and Theseus, tender to the gunnery ship Cambridge,

The Monmouth is a first-class cruiser of the County type and is sister ship to the Donegal which went ashere on the way out to the China Station and had to be recalled. She was built by the London and Glasgow Co., in 1900-01, and was the third of her class finished. Her chief dimensions are :- Length 440 ft, beam 66 ft, mean draught 24k ft, and 9,800 tons displacement. She is fitted with four cylinder triple expansion engines of 22,000 h.p., supplied by 31 Belleville boilers with economisers, which have done very well in this cruiser. With regard to protection the Monmouth has a steel belt from four to two inches thickness on either side from the after gun turret to the bows. The casemates, turrets and barbettes are protected by armour of from four to five inches thickness, whilst a protective steel deck covers the ship's vitals. The conning tower from which the cruiser is controlled in action has to-in armour. Her teeth comprise four 6 in guns in pairs in turrets on special double mountings, ten similar guns in casemates on the boardsides and sundry lighter guns with two 18-in torpedo tubes. The torpedo flats contain nine 18-in and five 14-in Whitehead torpedoes, the latter being for boat service. The vessel carries a complement of 700 officers and men, and has served one commission with the First Cruiser Squadron which she joined

when it was first formed. When the cruiser Monmouth was first com missioned by Capt. H. C. Reynolds for service in the Cruiser Squadron in December, 1903, th people of the county whose name the vesse bears presented to her a silver cup, and the ladies of the county also presented a sil ensign and a silk Union Jack, which were enclosed in a carved casket. The gifts reach ed the ship, but they have never been formally presented. Lord and Lady Llangattock re cently acceded to the request of Lord Tredegas (Lord Lieutenant of the county) to present them to the officers and ship's company. was also intended that a lieutenant and two petty officers of the vessel should proceed to Monmouth for the purpose of presenting to the officials of the county a picture of the ship. Owing to the departure of the Monmouth on an earlier date than was expected both these ceremonies have again been postponed.

The Monmouth has supernumeraries on board for the China Squadron and is the relief ship for the Andromeda, which left for home some little time ago.

THE irony of life is well illustrated in the career of Robert Ashworth, a Manchester grocer. For twenty-eight years he worked in a mill, saving £182. Then he bought a grocery business, and now he is in the Bankruptcy Court, with a deficiency of £238.

A LONDON telegram of May 21, which is published by the Tokio Asahl, states that Mr. success) to drag out of a class of small boys | Seddon, the Premier of New Zealand, has had the names of various kinds of stones. At an interview with the Japanese Consul in length, in desperation, he said: "Do you ever | Sydney in connection with a project for opening a regular ser ice between New Zealand and Japan. The result of the conference is not yet known. The plan is warmly welcomed by Japanese and Colonial traders.

YESTERDAY afternoon, two coolies had a heated argument in an opium divan in. Queen's Road West about the question of some stolen pro-Road Central on Saturday afternoon, which | perty and the result was that they came to blows. In the scuffle one of the combatants produced a pocket knife and stabbed the other in the chest, which necessitated his instant removal to hospital and the arrest of his assailant. At the West Point Police Station the coolie, in his statement, said; "He troubled me and I stabbed him." He was placed before Mr. F. A. Hazeland this morning, charged with maliciously, wounding the other man. The police received news from the hospital to the effect that the wound is of a serious character. In far | the instance of Inspector Warnock, with caus- the circumstance, they applied to the Court for granted an adjournment.

A PECULIAR experience in mid-ocean is reported by Captain Roberts' of the French ship Andre Theodore, which reached Port Jackson on May 5, from Barry. The vessel was crossing the Southern Ocean, on the 19th ult., in lat. 46.49 south, long. 141.26 east, when suddenly a submarine disturbance occurred. The shock was felt all through the ship, and caused considerable alarm among the crew, many being under the impression that the vessel had struck on some sunken rock. The vibration lasted for several seconds, and passed away without causing any damage to the vessel. Captain Roberts was surprised to learn on arrival that the shock was felt about the same served for the nation. The portrait shows the time the disastrous earthquake occurred in San great actress raising the coveted crown to her Francisco. It is interesting to note, too, that the earthquake at San Francisco was experienced on the 18th ult.

THE MACAO LOTTERY.

MANILA JOURNAL'S SEVERE STRICTURES.

In the campaign now going on against gambling our attention has been directed to one of the worst factors contributing to the present The Monmouth is commanded by Captain mania We (Manila Times) refer to the sale of the Macao lettery tickets in Mapila.

According to one who is pretty well posted on the transactions of this lottery and the proprotions it has assumed in this city, no less a sum than P25,000 a month leaves Manila. Accepting this estimate, which is believed to be conservative, it probably means that the Islands lose every year anywhere from P200,000

Discarding the moral principles involved and considering the matter from a purely commercial standpoint, this Macao lottery is much more prenicious than the other forms of gambling in vogue here, in that practically all the money leaves the Islands, constituting a dead loss. With the other forms of gambling practised here, it may be said that they have at least the merit of not taking the money out of the Islands. There will probably not be much question that this lottery business should be stopped, but there appears to be some question as to whether it can be stopped.

A test case in court has already decided that only the vendor and not the holder of a lottery ticket can be prosecuted. Even were a law framed so as to include the holder not a vendor it is a question whether any practical results would be accomplished. The number of ticket-buyers is so large that the arrest of one or two would not be likely to exercise any deterrent effect on the others. The problem then seems to devolve on catching the vendors or agents. According to one informant, the tickets are purchased in Macao, while another says they are printed and purchased here. If any are issued here, it seems certain that they constitute only a small proportion of the total number circulated.

In the case of the great Louisiana lottery the evil was stopped by enacting a law prohibiting. the passage of the tickets through the mails. Here there is no such law, nor, is there any law which makes them liable to seizure by the Customs authorities. The only tax to which they are liable is that on ordinary tickets or printed matter, which amounts to the ridiculous sum of forty cents on almost a million dollars worth of tickets. As the minimun amount which can be collected under the tariff laws is one dollar, the tickets escape even, this | absurd impost and pass in duty free.

We understand that in the new penal code, which seems destined to pass when the millenium arrives and penal codes are no longer needed, there is a clause which provides for dealing with lottery tickets. Until that law is passed, there appears no other remedy than lies in the arrest of the agents or vendors. If the extent of the transactions of this lottery be anything like that reported, it would seem to be incumbent on our Secret Service Bureau to try its utmost to break up the present, pernicious system. Whether under the present defective and discouraging laws or lack of laws the Secret Service can accomplish anything is a question. We should like to see it tried, however. Better still would the Commission pass that penal code.

THE UNLUCKY "THIRTEEN."

FIGHTING IRON FOR THE POLICE.

Inspector Robertson, of Shaukiwan Police Station, raided a gambling den on the hillside, at Shaukiwan, yesterday forenoon, and effected the arrest of thirteen coolies, who were engaged in the game of fochee. When the police entered the matshed the gamblers showed fight. The head man produced a fighting-iron that head of a lukong, bruising that man to some extent. The police succeeded in getting the fighting-iron, and the thirteen men removed to in possession of a fighting iron, without a fined the first two defendants \$ 00 each, or six weeks' hard labour, on the first charge. As regards the question of the fighting-iron, Mr. Hazeland said it was a very serious matter, as he knew the men had the fighting-iron for the police when the shed was raided. They would also pay a fine of \$100 each, and six hours' stocks, for being in possession of the iron. The remainder had to pay \$3 each for gambling.

ALLEGED CRIMINAL LIBEL.

CHINESE EDITOR PROSECUTED.

At the Magistracy this morning, before Mr. C. A. D. Melbourne, Sam, Kok Sang, editor of the Chinese newspaper, Sai Kai Kung Yick Po, was charged, in that he, being the publisher he ing the injury to the boy. The desendant ad- the case to be adjourned. His Worship of the World's News, did on April 25th and stated that while in the workhouse the old man 26th, May 9th, and June 2nd, publish in that journal certain obscene libels.

Mr. G. E. Morrell, of Messrs. Dennys and Bowley, Crown solicitors, prosecuted. The case was adjourned.

THE WEATHER.

The following report is from Mr. F. G. Figg First Assistant of the Hongkong Observatory:-On the 4th at 11.45 a. The barometer has fallen over Japan owing to the depression which it moving Eastwards and approaching the SW. coast of Japan.

Gradients are slight in S. China. Moderate to fresh winds shifting from SW. to NE. may be expected in the Formosa Channel and moderate SW, winds over the N. part of the China Sea.

Forecast :-- SW, or variable winds, light to moderate ; fair at first, showery later.

TELEGRAMS.

"HONGKONG TELEGRAPH" BERVICE.

THE KIANGSI REBELLION.

10 KILLED. 16 PRISONERS.

FOREIGN MISSIONS SAFE. [From Our Own Correspondent.]

> Shanghai, 4th June, 12.20 p.m.

The prompt action of the Chinese Government in despatching troops to Yungshan, in Kiangsi, on the outbreak of the recent disturbance, has had the desired effect.

The rebellion has been suppressed. Ten of the rioters were killed in the conflict with the Government troops, who succeeded in capturing sixteen of the malcontents.

All the foreign missions are safe and none of the missionaries have been molested.

[The rising at Yungshan was first reported in these columns on the 31st ult, and at one time assumed serious proportions. It was believed to be the result of a secret society movement. The dearness of food was given as the pretext for the rising. The Governor of Kiangsi Province, as soon as he wast apprised of the outbreak, despatched troops to the scene of the disturbance.—Ed., H.K.T.]

[Keuter's.]

The Bomb Outrage in Madrid. London, 1st Junc.

After the explosion of the bomb, King Alphonso stood up as if to protect the Queen, and smilingly saluting the alarmed public, assisted the Queen to alight.

The bomb, which was of polished steel, burst in the air, killing two aristocratic occupants of a balcony.

The people are infuriated and threaten to lynch foreigners.

Later.

The latest from Madrid states that three officers, seven soldiers and ten spectators were killed, and one hundred injured, including General Weyler, seriously.

Their Majesties motored through Madrid n the forenoon without an escort, and met with a tremendous ovation, crowds running in streams on either side exhibiting delirious

There are indications that the outrage was hatched by anarchists in London.

The World's Congratulations. In the course of yesterday, Their Majesties

frequently appeared on the balcony of the palace and received ovations.

The city was magnificently illuminated last night.

Their Majesties are overwhelmed with telegraphic congratulations from everywhere in the world.

ST. PATRICK'S CLUB.

Another very enjoyable entertainment was given on Saturday night, in the Club rooms, by the members of the St. Patrick's Club, conwas near at hand, and brought it down on the sisting of songs, recitations, and instrumental solos, with an excruciatingly funny farce, "Sunshine after Rain," which elicited roars of laughter from the very appreciative audience. the police station. They were paraded before The stage, or platform, had been tastefully de-Mr. F. A. Hazeland, at the Magistracy to-day. corated and draped for the occasion, and the The first two men were charged with keeping a programme, an excellently arranged one, was common gaming house and also with being gone through without a single hitch from beginning to end, and as the night was fine and police permit. The others were charged with delightfully cool, a very full audience was atgambling in the shed. The defendants pleaded | tracted to the Club, and showed, by the numerous not guilty. Evidence was heard. His Worship | encores, their appreciation of the various items. Those who took part were: Messrs. A. Bacon. W. G. Jury, J. Hunt, R. G. Turner, Le Grove. T. Williams, W. L. Leckie, A. T. Walstow, J. B. Northam, Leach, Gill, A. King, C. Heworth and Miss Kathleen Coyle. Mr. Slieffield was the accompanist. The concert concluded with a laughable farce, entitled "Sunshine after Rain," the performers being Mr. H. E Moriarty (Jim Driver), Mr. W. G. Jury (Mrs. Driver), Mr. R. G. Turner (Sarah, their daughter), and Mr. Leckie (Tom, their son), all of whom sustained their parts most creditably.

> An octogenarian immate of the Windsor Workhouse applied to the guardians for a suit of clothes, in order that he might go out and get a job, as he "felt capable of a few days' work yet." The application was granted, it being

SHIPPING AND MAILS.

MAILS DUE. German (Zielen) 5th inst, 11 a.m. Canadian (Empress of India) 12th inst.

The Great Northern s.s. Minnesota from Seattle left Shanghai for this port on 2nd inst. at 4 p.m., and is expected here on 5th inst.

The N. Y. K. European Line s.s. Tamba Maru left Kobe for this port via Moji and Shanghai on 2nd inst., and is expected here on 11th inst., s.m. The C. P. R. Co.'s s.s. Empress of India

arrived at Yokohama at 7 a.m., on 4th inst., and lest again at 3 p.m., same day, for Kobe. where she is due to arrive at 3 p.m., on 5th inst. The C. P. B. Co.'s s.s. Empress of China arrived at Shanghai at 11 p.m., on 1st inst., and left again at 5 p.m., Saturday, for Nagasakif. where she is due to arrive at 7 a.m., on 4th inst.

TELEGRAMS.

'HONGKONG TELEGRAPH." SERVICE.

THE CUSTOMS CONTROL. CONTROVERSY CLOSED [From Our Own Correspondent]

> Shanghai, 4th June, 12.20 p.m.

The reply of the Chinese Government to the British Minister on the subject of the appointment of the Chinese Commissioners to the Customs, is regarded as satisfactory.

The British representative considers the controversy now closed.

[Renter's.]

The American Meat-Packing Scandal.

LONDON, 1st June. The agitation, re the meat-packing scandal in America, is increasing and telegrams and letters are pouring in to President Roosevelt demanding the publication of the confidential reports.

There is already a marked falling off in the domestic and foreign tinned meat trade.

The French Budget.

It is announced that France spent £8,000,000 on military preparations, during the Morocco crisis, hence the heavy deficit in the Budget.

France.

The French Chamber has re-assembled and elected M. Brisson president.

The British Atlantic Fleet.

Rear-Admiral Egerton has been appointed second in command of the Atlantic fleet.

Austria.

Baron Beck has formed an Austrian Ministry...

THE MUTUAL STORES.

ALLEGED FORGERY OF STORE'S ORDERS

Chui Feil a coolie, was this morning, at the Police Court, charged with (1) stealing an order book from the Mutual Stores on the 2nd instant, and (2) forge a certain order purporting to be from the Mutual Stores to the Hongkong Ice C inpany for the delivery of \$210 of fresh butter. Cheung Lok, a cook, was also charged with uttering the forged order, and with being concerned in forging the note for the delivery of the butter.

The de endants pleaded "not guilty." Inspector Gourlay prosecuted and asked for

an adjournment Mr. C. A. D. Melbourne accordingly granted

the remand.

THE CHINESE BOYCOTT:

· The Tung Wah Times (Sydney) newspaper recently received word from General R.A. Falkenberg (who is secretary of the Modern Insulator Co., and president of the Standard Rock Oil Co.), of 121, Genry-street, San Francisco, in timating that, with a view to stemming the onward march of the Chinese boycott of American goods in Shanghai and other Chinese commercial centres, a secret order, to be known as the "Sinim Order of the Dragon," has been formed, consisting of the leading American and Chinese merchants.' He says: "This secret order is formed for the purpose of establishing the 'open door' in China, of realising free and unrestricted trade between the United States and China, of benefiting American merchants and commerce by attaining these objects through co-operation with the Chinese Empire Reform Association, of settling the boycott, and of having efficient laws made in Congress fitting every case involved and just to all concerned." He goes on to say that the American trade with China last year amounted to about 60,000,000 dollars, and there was no reason why this should not be quadrupled under favourable conditions within a few years. Members of the order are to be provided with a certificate duly attested by the proper officials of the Supreme Grand Executive Council of the Order, for which no charge is made, the entrance fee being 5 dollars, and a small monthly subscription. Each member will also be furnished with an emblem of the order free of charge, which will entitle him to all the secret information communicated to the Order, as well as affording him protection and assistance from the Chinese Empire Reform Associations in any part of the world.

POLLARD'S LILLIPUTIANS.

LOSS BY THE RECENT BARTHOUAKE. The members of the Pollard Opera Company, which was seen in Hongkong not long ago, suffered the loss of much property through the earthquake in San Francisco. The company was playing in Sacramento at the time and the youthful singers rushed into the street at the regard the thing as a joke. Much scenery belonging to the company was stored in the Grand Opera House at San Francisco and this was all lost. No money could be obtained from the banks to move the company and it was necessary to pledge some of the personal effects of the members of the company

secure the necessary funds.

West Point Building COLLAPSE.

NEAR-BY BUILDINGS IN DANGER.

Another visit to the scene of the recent col-Inpic at West Point in which houses Nos. 226, 228, and 230 were demolished, showed that the work of clearing away the debris is going on with as much energy as before. In the two latter buildings the working gang have succeeded in removing the flooring and woodwork which had accumulated on the ground floor, and, it is stated that, by to-night all the refuse will have been removed from the pre-

EXCITEMENT LAST NIGHT.

There was no little excitement caused last night when word reached the police that other buildings, in the vicinity were also in danger of collapsing. The police promptly turned out and on inspecting houses Nos. 238 and 240, on the same row, it was seen that the party wall between these two houses was bulging out. The alarm was at once given to clear the premises of their occupants. The scene when the alarm was given was one of great commission. The occupants of the buildings were all on the alert. All kinds of personal effects and movables were thrown into the street from all sides of the houses, and the hurry of the people to save as much property as they could looked as if every minute was preicous time in the work of salvage. In less than half an hour the houses were cleared. By that time a gang of bamboo men had arrived and were immediately put to work in shoring up the projecting wall. They were still at work up to an early hour this morning.

OWNER'S LIABILITIES:

A report is current to the effect that the owner of the collapsed buildings-a wid sw-is to be called upon to defray all the expenses in connection with the shoring up of the walls and removal of the debris, and also that a certain time has been allowed her by the authorities to have the standing walls pulled'

A rumour, lacking confirmation, however, has it that 'nearly all' the walls, in this block are cracked.

ROAD CLEARED.

In Saturday's issue, we stated that, on account of the rubbish which was allowed to be placed on the roadside, the thoroughfare was blocked. We are informed this morning that the accomulation has been removed and that the thoroughfare is again open to traffic. DISREGARDING A WARNING.

Twenty minutes after the buildings had collapsed, as was reported, a coolie was exti cated from the debris in a slightly injured condition and was removed to hospital. This coulie, who is improving rapidly, said that he was in the divan smoking opium at the time. Before that, however, he felt an instinctive impulse to leave the place. He did so, going down the street for a walk, but returned to the divan a few minutes later, and was not there minute, when the collapse occurred.

STIRRING THE APAIRY

OF ASIA. The remark is now being heard that the Tennysonian maxim about the superiority of fifty European years to a cycle of Cathay has been amply refuted, if not reversed, by recent events in the Far East. Lapan in fifty years has acquired the most valuable fruits of advancement produced by ten centuries of European evolution, and now the injection progress is spreading to China. The example of Nippon, according to a writer in Minerva (Rome), has excited the emulation of her yellow-skinned and slant-eyed neighbur. She is no longer content to be considered a carcase for the Occidentals to cut up and partition among themselves, and the Mongol is at length roused to confront and measure himself with the white Caucasian. As the Minerva ob-

"In every region of the vast Chinese Empire a new spirit is being manifested, and this is doubtless a direct result of the recent Pusso-Japanese war. The triumph of Japan over a Western nation, by employing the weapons of the West, and by means of Western training and education, has set China thinking, and given greater impetus to the agitation of the Reformist party. Those who a short time ago were apposed to the innovations of Western civilization, because they feared this would bring them under the domination of the West. have seen Japan occidentalized, yet retaining her national individuality and independence, and now range themselves on the side of the reformers, while they look with distrust upon the foreigners who invade their shores: The reformers, on their part, seeing the spirit of innovation diffusing itself among their former adversaries, gladly make common cause with these against the Occidentals. They think that now they have no further need of the West, and feel themselves able to accomplish without Western dictation the reforms essential to national progress."

This awaking of new national life in China is one of the strongest and most important movements that have ever stirred the apathy of Asia. The consequences are being felt throughout the world, but while China is looking with jealousy and suspicion on the Westera neonle who throng her ports, and seems inclined to repel them, in all probability further enlightenment will teach the East that her advancement will be best promoted by commerce

and intercoprsn with the West. Thus: "At the present moment China is stirred by an impulse to take matters into her own hands, and regards the foreigner as a hateful and sacrilegious interloper, who is to be driven off like some savage and offensive beast. China thinks she has sized up the foreigner, learned all that is to be learned from him, pumped him dry, as it were, and all she has now to do is to at present, has need of the Occident in the acto complishment of this task."-The Literary

Digest

THE SWINDLE OF SHOPS.

DRUGGED FOOD FOR THE BRITON.

The growth of the leviathan trade in provisions is more rapid than the increase in our imports of foreign fonds. The success of a few of the earlier provision-dealing companies, says Professor James Long in an article in the Daily Mail, from which we quote, has been followed by the establishment of imitations, and these in turn are illuminating our country towns with heir gaudily constructed shops, and with provisions, tinned, coloured, or preserved, derived from all quarters of the globe. A big tea dealer, recognising the substantial character of the profits in provisions, launches into bacon and butter, cheese and Quaker oats, and the many allies of such foods intended to tempt the invalid to that certain cure which is never accomplished.

DRITISH PRODUCTS SWAMPED. Briefly, these concerns are in almost all instances confined to limited companies, some of which are local in character; and this applies largely to bakers and dairymen, and to some extent to butchers and caterers; but whatever the staple articles sold, the principle involved is the same, although it may be passive in its character. I refer to the extermination of the individual trader, and the actual swamping of British products by goods imported from the Continent, from America, and from our Colonies. My contention is that the individual cannot compete against the collective wealth, organisation and system of the big shopkeeper, who is able to buy huge consignments, and sometimes to import them in his own ships, and sometimes to save three or four profits, which the individual or small trader, who of necessity buys from hand to

mouth, is compelled to pay. Let us take the butcher, who now monopolises three-fourths of the trade in almost every city and town. His meat is almost all imported from Australia, America, or the Argentine -the country, with its 200,000,000 acres awaiting tenants, from which we may expect to receive more and more each year so long as men can be found to sell its goods. Every butcher claims to sell the best, and the best only. Brown insists that his mutton is from Canterbury, while Jones, who tells me that he is the only legitimate vendor of Canterbury meat, defies Brown to place the name on his bills Smith, who undersells both Jones and Brown, is charged by these two worthies with dealing in meat from the River Plate, but, alas, we can only judge of the tiuth of these varied claims by the relative value of the meat they self, and, let me add, the way in which they sell it. Brown's company runs two shops in a given town; in one case he charges 71 !. and in the other 81d, for a leg of mutton, while Jones charges 9kd.

HINTS FOR HOUSEWIVES. I made the experiment of buying a sample from each, and found no variation in the quality, but what I did find was that Brown, Jones, and Smith alike vary their prices with their custom, and shelter themselves under a commonplace subterfuge when convicted of the trick. If the housewife were more astate these gentlemen would not so frequently substitute mutton for lamb, and imported legs, which leave the carcase in the Colony, for legs cut from it in their own shops. The buyer of imported meat should first select it and then see it weighed. Thirdly, she should calculate the amount payable; and, fourthly, take it away with her. She should insist on the removal of extraneous fat, guarding against the substitution. of beef for jump steak, and reject wasteful chops. Among other experiments recently purchased a couple of lamb chops and weighed them; the result was represented by 20z. of meat, which thus cost about 2s 6d, a pound, In some cases the big butcher rents two establishments for the respective sale of British and Colonial meat; to the latter he sends his cow beef and ewe mutton, which, presented side by side with Colonial, he sells at enhanced prices.

The provision dealer, however, is a bigger culprit than the butcher. His method may be business but it is not British, but rather imported with his goods. While a little tradesman buys his bacon from a factor in small lots-for bacon will not keep sweet for ever-and is consequently compelled to charge a higher price, the big shopkeeper buys by the ton, possibly by the cirgo, breaks it up, and despatches consignments from week to week to his hundreds of branches, with the result that the little man is compelled to follow suit, abolish Wiltshire and Irish from his counter, and replace it with Danish and American.

DRUGGED FOOD FOR THE BRITON. Be it observed that almost all the provisions sold by the octopus trader are preserved with drugs, of which the average Briton now con sumes a daily dose, as well in his butter, his milk, and his jam, as in his sausages and his bacon. The big man has command of money and information, and he consequently dispenses his favours in the butter market between swedish and Siberian on the one hand and French, Italian, Argentine and the Colonies on the other. His happy hunting ground never lies in the country of his birth and the British farmer knows him no more-unless perhaps in the hunting season. British butter is a rarity in the large majority of our country towns: we seek we may find it on an odd dairyman's counter, with the result that our native palate for the real thing has been destroyed. At any rate the big trader supplies nine-tenths of the consumers with an imported article vividly exposed in his shop-window to the germ-laden atmosphere of every street.

If we search for English Cheddar and Chessire we shall seldom find it. In its place we are offered the produce of the Colonies and the unhealthy Gorgonzola, produced by third-rate, dirty Italian manufacturers. I have been offered by the big man new-laid eggs which, it was subsequently admitted, had been pickled, for he preserves them by the million. The small trader does his best to buy from the farmers, but large concerns depend on any and every Continental country, sorting each case as it arrives and labelling the pick "new-laid"; and such is the gospel of their system of

Why are employees so astute with their nisdescriptions, their excessive calculations, and their method of pricing their goods? I am informed by a director of a parallel concern that the only way to ensure success is to pay the manager a substantial salary, and leave to him to "earn" it, and thus to make the business pay.

MILK UNFIT FOR SWINE.

If we turn to the dairyman we find the company concerns are usually local, but here, owing to the fact that we monopolise the milk business, the big trader is the most wholesome. His premises are well equipped. The milk is handled but once, and care is taken for ensure its purity and cleanliness; but he w first shock, in a merry mood. They seemed to show him the door. Doubtless she is quite ultimately be compelled to deliver it in bottles. mistaken on this point, and eventually the And why? Simply because the present system most cultivated and prominent among the peo. of exposure involves many imperfections, one ple of the Flowery Kingdom will recognize example of which I quote: "Milk bottled on more clearly their true interests, and will seek the farm and packed in ice contained 7,000 by a loyal and sincere cooperation with the colonies of bacteria per cubic centimetre; service as this that the public is to be asked to West the promotion in their country of genuine | similar milk tested on the following day in a and desirable prosperity. Undoubtedly China, | dairyman's shop, in which it was exposed, contained to,000,000 colonies in the same volume. Such milk, purchased from the hundred and

one little milk shops in the country by the

majority of our people, is unfit for the farmer's swine. The milk trader, however-and the bigger the man the bigger the culprit-insists on colouring to suggest high quality, and on employing drugs for preservation. His example is, therefore, copied by the little man, to the detriment of the consumer. Neither, drug nor colouring matter is essential, and at leas one great West End firm refuses to use either. and is none the worse for its courage.

I find that the small fishmonger is quite as reliable and much less exorbitant in his charges than the big traders who are now monopolising the retail trade. The big man makes a big disp'ny and charges his customer with the cost The little man buys in the open market with the greatest care, and, in order to secure adequate custom, supplies an equally good article at a much lower price.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.]

MONOPO .Y AND "SQUEEZE."

TO THE EDITOR OF THE "HONGRONG TRLEGRAPH." Sir, -- Those of your readers who read the reports of company meetings which are published from time to time in your columns, could not but have been struck by a suggestion mildly dropped, in the course of his speech, by the chairman of the "Star" Ferry Company, Ld., at the annual meeting of the company held on the 30th ulto. After reviewing the work of the past year, and explaining the reason for the incre sed expenditure, and consequent diminish. ed dividend declared for the period under review, the chairman said "whether remedy he found in an increase of fares or otherwise, will be decided later on." Quite so; but who will "decide" it? Will the company arbitrarily increase the already exorbitant rates of fares, without first feeling the pulse of the public in the matter, and then expect the public, its patrons, from whom it derives its profits and dividends, to sit quietly with closed mouths and folded hands, and let the company squeeze it for all it is worth? The cost of running ferries at home is greater than it is here, and yet the fares there only average 2d for trips of the same length as that from here to Kowloon, while the boats are usually of a better class as regards accommodation. Compare that with the 3ad rate prevailing here, where coal and labour are cheaper, and let one finds if one can, any good and sufficient reason for an increase to that rate. It may be said that the cost of building the new wharf, which was opened in April last, is one good reason. But I, for one, beg to differ, and opine not. If the company chooses to build a new pier, that is surely the company's, the shareholders'; business, and is no concern of the public, nor should the public be expected to pay for it by increased fares. If, however, an attempt is to be made to get the cost of the erection of the new wharf out of the public's pocket, then it may be pertinent to ask, where will it end For if it is to pay for the cost of the building of the wharf, it will surely furthermore be expected to pay for the repairs thereto, andas I am informed by a scafaring engineer of very many years' experience, these may be expected to be unending, on account of the

position of the wharf, the entrance to which is

built right across the tide. What figure may the

That this question is already becoming a

ultimate rate of fares be expected to reach?

burning one among the residents of Kowloon, is shadowed forth by a propo at which 'some of them now have seriously under consideration, and that is the formation of a "launch club," which will hire the requisite number of launches to be at stated points, at the required hours to convey the members back and forth between the mainland and Hongkong, thus being entirely independent of the ferry. To the "Star" Ferry Company this spells "boycott." As regards the new wharf, which, as I have said; seafaring men regard as a failure. How many of the daily travellers by the ferry boats to Kowloon can say they have gone in straight to their position, without a bumping, which nearly knocks them off their feet, and a crashing and creaking of the timbers? How many times have the boatheads to be hauled round, and the boat itself hauled into position? Coming to the boats themselves, who has not had most unpleasant experiences, when a typhoon in the neighbourhood has lashed the waters of the harbour to fury, and these cockle shells of ferryboats are in constant and imminent danger of being swamped? Again, were this to happen with a full complement of passengers, how many would be in a position to secure a life-belt or buoy, or even know where to look for them? At home ferries have to carry seats that will float; why is there not the same compulsion here where it is even more imperatively needed? Another inconvenience, felt-especially at the tiffin hour, when time is of utmost value to business men, and the ferries are crowded with first class passengers, is the provision of only one narrow gangway connecting the vessels with the shore, and the whole deckload of passengers are compelled to line up in Indian file and take their turns to pass singly down the gangway to shore. The Kowloon wharf, at least, is quite long enough to let down the forward and aft gangways at the same time, thus halving the time the busy passengers are delayed by the present landing "facilities." Granted the wharf would have to be slightly re-arranged, but the cost should not be allowed to count when the increased convenience to the travelling public is taken into consideration. A trial of this improvement on the Kowloon side would very soon manifest the necessity for altering the Hongkoog-side wharf so as to provide a similar convenience there. As things are at present the company does not appear to care a brass button for the convenience of its patrons (witness the refusal to accept subsidiary coins, or to issue to casual passengers, two tickets at once, one to be used for the return fare, saving time on the other side). but only for its own portet. And it is for such a pay increased fares. The attempt to "squeeze" is too obvious .-- Yours, etc.,

ANTI-INCREASE, Hongkong, 4th June, 1906,

THE N.D.L. S.S. " KOON."

CAPTAIN'S ACCOUNT OF THE ACCIDENT.

The Nagasaki agents of the Norddeutscher Lloyd, Messrs. Ahrens & Co., have courteously placed at the disposal of the Nagasaki Press Captain Meiner's report of the accident to be 'We left Nagasaki on May (6th at 9 a.m.

Shorty after having left the Harbour fog set in which kept on until the afternoon with short intervals and made us slow down several times as well as anchor twice. The Iki channel under these cirumstances being too dangerous we set our course westward of Iki, Towards evening the weather cleared and at 8.15 plm. we were abreast of the Northern end of Ikisima Later we had, however, again on account of log, to slow down. At 10.43 p.m. the sound of the steam whistle raised a striking echo. Immediately the engines were set full speed astern, in spite of which the ship struck ground a few minutes after and did not float again. All boats were cleared to take in passengers The latter were aroused and supplied with life belts. All happened in perfect quiet and quickness. The rumour made public in certain papers that the passengers were agitated is not

According to soundings taken immediately after the stranding, only the fore peak and hold No. 1 were making water. There was therefore no immediate danger for the passengers. Towards 2 a.m. on the 17th we heard the fog signals of an approaching steamer which was steeting the very same course which the Roon had taken. With rockets and blowing of the steampipes this steamer was informed of our position, whereupon she stopped and kept close to us. In the early dawn a boat was sent by the captain to ask whether the steamer could take our passengers. The steamer proved to be the date British s.s. Stanley Dollar, bound for Moji. The Captain of the steamer at once consented to take our passengers aboard and to send us all possible aid, the more willingly so because we, as the Captain himself declared, had prevented the Stanley Dollar. from stranding which would surely have taken place had he continued on his course a very little while longer.

During the forenoon the passengers were transferred to the Stanley Dollar by the ship's boats. Sufficient provisions for 14 days, including several cases of fruit and large quantities of tea and milk, were sent aboard the steamer for the passengers, and the Captain nidered the First Officer and it Siewards to proceed to Moji by the steamer to attend to them. The rumour in certain papers that the passengers suffered from hunger cannot therefore be given any credence. It must be admitted that the Stanley Dollar is not a passenger boat and was, therefore, only provided with what was absolutely necessary. We did all in our power to make the short stay of our passengers on the Stanley Dollar as comfortable as possible under the circumstances.

After the passengers had been transferred, an attempt was made with tow ropes to refloat the Room, but without avail. As the Stanley Dollar wanted to land our passengers as quickly as possible, no further effort was made by her to tow the Room off the rock and at 1 p.m. she started on the voyage to Moji.

On the Roon everything possible was done to save the ship. By shifting cargo from the WE IMPORT ONLY ONE compartments in the stern with water, we tried to lift the vessel's bow. Several attempts to get clear with our engines and the dropping of an anchor to help to heave her off were of no avail. The shifting of cargo was continued by the crew by day and night without cessation.

On the 18th inst., lighters arrived from Maji and the mails and passengers' personal effects were taken to Moji by them. At 7 p.m. the S.M.S. Hansa appeared and her commander immediately sent hands on board the Room to assist in the shifting of cargo. On the morning of the 19th inst. tow ropes were taken to the Hansa and two attempts made to refloat the Room, but the ropes broke each time. Meanwhile, hold No. 6 was filled with water by the salvage steamer Oura-maru which had arrived on the scene. Some cargo from the fore hold and a quantity of coal were jettisoned, Towards noon a Japanese cruiser arrived and offered to help. At 6 p.m. the Roon suddenly refloated and got clear without aid and steamed to Nagasaki, accompanied by the S.M.S. Hansa, arriving here salely on the 20th inst, at

It may be stated that the stranding is directly raceable to a quite unusual strong turn of the current to the North,

To-dap's Advertisements.

PRELIMINARY NOTICE. PUBLIC AUCTION.

THE Undersigned has received instructions to sell by PUBLIC AUCTION,

SATURDAY, the 9th June, 1906, commencing at 2.45 P.M., at Bay View, Kowloon, (The Residence of Captain S. W. MOORE, A QUANTITY OF

VALUABLE HOUSEHOLD FURNITURE. TERMS :- As Customary. On view from Friday, the 8th June, 1906, GEO. P. LAMMERT,

Auctioneer. Hongkong, 4th June, 1906. FOR KOBE, VLADIVOSTOCK AND NIKOLAJEWSK. THE Steamship 🕟 🦠

"JASON," Captain - will be despatched for the above Ports, on WEDNESDAY, the 6th instant, at

The Steamer has splendid accommodation for Passengers.

HAMBURG-AMERIKA LINIE, Hongkong Office, Honekong, 4th June, 1906.

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Hongkong, 4th April, 1906.

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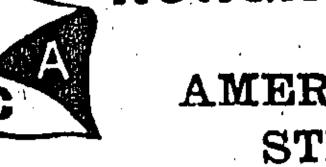
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TUNG WING. No. 1 Stall, Central Market. Hongkong, 14th May, 1906,

NOTICE.

General Agents.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy,

THE MANAGER, Honghong Telegraph Co., Ltd. Hongkong, 10th September, 1902.

Shipping—Steamers.

THE ORIENTAL PACIFIC LINE. FOR SAN FRANCISCO VIA PORTS. THE Steamship

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will be despatched for the above Ports, about the toth of June. For Freight and further particulars, apply to SHEWAN, TOMES & Co.

Agents. Homekong, 30th May, 1906.

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'S.S. "WING CHAL" Captain T. AUSTIN, R.N.R.

"HIS Steamer departs from Hongkong on Week Days, at 7.30 A.M. and on Sundays at 8 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 5.30 P.M., if tide permits. FARES:-Week Days, 1st Class, including

Cabin and servant, Single \$3; Return Ticket, \$5: 2nd Class, \$1: 3rd Class, 50 cents. On and after Sunday, 29th inst., inclusive, every Sunday will be an Excursion, at the following rates :- 1st and 2nd Class, Single, \$2; Return, \$3; 1st Class, Single with Cabin, \$3 Return, \$5; 3rd Class, Single, 50 cents; Retura, 80 cents.

each Meal. return on the Excursion Sunday, will be allowed P.M. to do so the following day (Monday) on production of the Return Half Ticket. Should FARES: the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

All Meals can be supplied on Board at \$1

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street. SAM WANG Co.

Hengkong, 10th May, 1906

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HONOKONG SWATOW-BANGKOK LINE. FOR SWATOW AND BANGKOK.

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THE Steamship

"ARRATOON APCAR."

Captain E. Fey, will be despatched for the above Ports, on WEDNESDAY, the 6th June, at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED.

Agents. Hongkong, 31st May, 1906.

ISTEAM TO CANTON. THE New Twin Screw Steel Steamers

Captain "KWONG CHOW"....t,309......T. R. MEAD. KWONG TUNG"...1,238.....R. RAMSEY. Leave Hongkong for Canton at 9 every ovening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted). These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans

in First Class Cabins. Passage Fare-Single Journey ... \$4'

ALSO Excursions to MACAO every SATURDAY at 6 P.M., and every SUNDAY at 8,30 A.M. First Class Passengers, who do not care to returning on SUNDAY at. 10 A.M. and 6.30

1st Class single \$2 with cabin \$3,00. return \$3 5,00, and Class single \$1, return ... 1.50.

Breakfast, Tiffin and Dinner \$1.00 each. The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD. No. B, Queen's Road West. [17] Hongkong, 22nd May, 1906.

INDO-CHINASTEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

Steamship

TIENTSINVIASWATOW & CHEFOO. CHEONGSHING ... TUESDAY, 5th June, 4 P.M. SHANGHAIWEDNESDAY, 6th June, 4 P.M.

S'GAPORE, PENANG & CALCUTTA...KUTSANG*SATURDAY, 9th June, 3 P.M. * These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo and Yangtern Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 4th June, 1906.

ASIATIC STEAMSHIP CO. PORTLAND &

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON, OPERATING IN CONNECTION WITH

THE OREGON RAILRYAD AND NAVIGATION COMPANY.

	"Steamship	Tons	Captain	To Sail at Daylight of
	"ARAGONIA"	801.2	Ernst	June 6th.
	"NICOMEDIA"	4.370	Wagemann	June 21st.
	"NUMANTIA"	1,370	Feldtmann	July 14th.
,	"ARABIA"	4.483	Metzenthin	
	C (thisamadialla)	wind at Valeah	ma from Portland o	n May 30th, and is due to arriv

here about the 11th instant. brough Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and Unite : States Points. For through rates of Freight and further information, communicate

with or apply to S. SILVERSTONE, Acting General Agent.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP. THE Steamship

"BENMOHR." Captain Webster, will be despatched as above,

on or about 4th June. For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

Hongkong, 18th May, 1906.

Consignees.

PORTLAND AND ASIATIC STRAMSHIP

NOTICE TO CONSIGNEES. S.S. " PRAGONIA," FROM PORTLAND (OR.), YOKOHAMA KOBE AND MOJI,

THE above steamer having arrived, Consignees of Cargo are hereby requested to A P.M., will be subject to rent. send in their Bills of Lading for Countersignature, and take immediate delivery from along- any case whatever.

be landed and stored at Consignees' risk and pointed hour.

Cargo will be examined at this Company's they cannot be recognised. Godown at 10 A.M., Saturday, June and. No Fire Insurance will be effected.

S. SILVERSTONE. Acting General Agent, Hongkong; 30th May, 1906,

Consignees.

NOTICE TO CONSIGNEES, THE P. & O. S. N. Co.'s Steamer

FROM BOMBAY, COLOM AND STRAITS, Consignees of Cargo by the pove-named vessel are hereby informed that the r Goods are being landed and placed of the risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the

Goods are landed. This vessel brings on Cargo ;-From London, &c., ex S.S. Mongolia and Macedonia. From Australia.

From Calcutta. From Persian Gulf, ex B.I.S.N. and B. & P. B. N. Co.'s Steamers. Optional Goods will be landed here unless instructions are given to the contrary before

Goods not cleared by the 5th proximo, at No Fire Insurance will be effected by me in-

Damaged packages muit be left in the Cargo remaining on board or impeding dis- Godowns for examination by the Consignee's charge after 12 o'clock Noon, of June 1st, will and the Company's representative at an ap-

All claims must be presented within ten'days All torn, chaffed or otherwise damaged of the steamer's arrival here after which date No claims will be admitted after the Goods have left the Godowns,

E. A. HEWETT, Superintendent, Hongkong, 16th May, 1900

Consignees.

FROM HAMBURG, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"AMBRIA,"

Captain Wilmenberg, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from niongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at-Consignees' risk and expense.

All Claims must be presented within ten-days of the steamer's arrival here after which date they cannot be recognised.

. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th June, will be subject

All broken, chafed and damaged Goods an to be left in the Godowns, where they will be examined on the 6th June, at 3 P.M. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE Hongkong Office. Hannbang, 30th May, 1906.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"RHENANIA,"

Captain von Hoff, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored out divorce has a distinct tendency to enat Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

have left the Godowns and all Goods remaining undelivered after the 5th June, 1906, will be subject to rent. All broken, chafed and damaged Goods are

be left in the Godowns, where they will b

examined on the 5th June, 1906, at 3 P.M. No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE,

Hongkong, 29th May, 1906.

Hongkong Office.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND STRAITS.

S.S. "BENAVON,"

CONSIGNEES of Cargo are hereby informed that all Gonds are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 5th June, will be subject to

All Claims against the Steamer must be presented to the Undersigned on or before the 12th June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th June, at 11 A.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co.,

Hongkong, 29th May, 1966.

For Sale.

Agents.

A WONDERFUL DISCOVERY. This is the age of research and experiment, when all nature, so to speak, is ransacked by the relentific for the comfort and happiness of man "science has indeed made giant strides during the past century, and among the "by no means least important—discoveries in medicine comes that of Therapion, particulars of which will be found in another column. This preparation is unquestionably one of the most genuine and reliable l'atent Medicines of the most genuine and reliable l'atent medicine and reliable l'atent med of the most genuine and reliable l'atent Medicines ever introduczd, and has, we understand, been used in the Continental Hospitals by Ricord, Rostan, Johert. Velpeau, Malsonneuve, the well-known Chassaignse, and indeed by all those who are regarded as authorities in such matters, including the celebrated Lallemand, and Roux, by whom it was some time since uniformly adopted, and that it is worthy the attention of those who require such a remedy we think there is no doubt. From the time of Aristotle downwards, a notent agent in the removal of these diseases has illike the famed phiremoval of these diseases has tlike the famed philesopher's stone) been the object of search of some impeful, generous minds; and far beyond the mere power—if such coulderer have been discovered—of imprimiting the baser metals into gold is surely the discovery of a remedy so potent as to replease the discovery of a remedy so potent as to replease in the the failing energies of the comfirmed real in the one case, and in the other so effectually, speedily and safely to expel from the system without the sid, or even the knowledge, of a second party, the polsous of sequired or inherited disease in all their projects of the second party. polsons of acquired or inherited disease insultier protean forms as to leave notaint or trace behind, Buch is The New French Remedy Therapion, which may certainly rank with, if not take precedence of, many of the discoveries of our day, about which no little ostentation and noise have been made, and the extensive and ever-increasing demand that has been created for this medicine wherever introduced appears to prove that it is destined to cast that been created for this medicine wherever intro-duced appears to prove that it is destined to cast into oblivion all those questionable remedies that were formerly the sole reliance of medical men. Therapion way be obtained in Hugiani direct from the proprietor, and of the principal Chemists and Rerchants throughout the Colonies, India, China, ispan, Re., not even excluding such remote districts an Central Africa, the Fiji Islands, St. Il lens. Re.— Diamond Fields Advirtice Kingumenty

Bold by A. S. WATSON & Co., Ltd., Hongkong, Ching and Manila.

DIVORCE LAW REFORM.

PLEA FOR EQUAL TREATMENT OF

With regard to the important judgment of Sir Gorell Barnes, the President of the Divorce Division, as to the reform of the divorce laws (writes a legal correspondent), there is no doubt that it raises a question of the deepest importance to the State and family; and, emanating from a judge who has been engaged in trying matrimonial causes since 1892, it can-

not but have great weight. When the Divorce Bill of 1857 was before Parliament, Mr. Gladstone strenuously opposed the measure in the first instance; but, later on, when the bill was in committee, he strongly fought for an amendment giving the wife the same facilities of obtaining a divorce as the measure secured to the husband. His efforts, however, were unsuccessful. Wives have a perfectly legitimate grievance in so far as husbands are granted privileges to which, were the elementary principles of equity to obtain, wives are equally entitled.

MR. GLADSTONE'S VIEW. Mr. Gladstone, in his criticism of the bill of

1857, put the point very clearly. He said: It has placed the married woman in a posttion of legal inequality, by requiring the woman to prove two breaches of the moral law against her husband, while one breach of the moral law suffices as against the wife, implying that what is punishable in the man is not a breach of contract only as between equals, but illtreatment of a dependent, while on the woman it inflicts punishment for breach of contract only; yet in the presence of Divine Law the sin is equal on either side.

The working of that Act has proved the law to be, as the President pointed out, "full of inconsistencies, anomalies, and inequalities, almost amounting to absurdities." One of the "absurdities" brought about an amendment of the law in 1334, known to lawyers as " The Weldon Relief Act," by which non-compliance with an order for restitution of conjugal rights constituted desertion (thus avoiding a charge of cruelty), and thousands of petitioners have taken advantage of that step in the right direction to enable them to get divorced. Then in 1895 followed the Summary Jurisdiction (Married Women) Act, which has just been, so mercilessly treated by Sir Gorell Barnes, who is of opinion that "permanent separation withcourage immorality."

WANTED, A UNIFORM CODE.

All civilised nations should arrive at one uniform code of laws, not only as to marriage, No Claims will be admitted after the Goods | but of divorce. To make divorce as simple a matter as getting married would never do. Upon that almost everyone is agreed. But there are a great many people who think that, when a man and a woman have tried to live happily together and utterly failed, they should not be bound together against their wills for the term of their natural life.

No good purpose can be served by forcing a man to pass his life with an incurably drunken woman, or a woman to remain in subjection to a brutal ruffian who habitually ill-treats her. To give relief in such cases, or even in cases of confirmed "incompatibility of temper," would not make marriage less sacred,

but more. A sagacious provisa in the admirable body of laws which France owes Napoleon is that the condemnation of either party to ignominious punishment for crime shall be accepted as a ground for divorce. This opinion is shired by Sir George Lewis, the eminent divorce solicitor, and by many other right-thinking

men and women. Marriage is a partnership In some respects it may differ from other partnerships, but in other respects it is essential for happiness that it should be made or unmade with something of freedom and straightforwardness that characterises the other important contracts that human beings enter into one with another, Surely, when all the intrinsic value of a marriage is destroyed, it is only just that the innocent victim of misfortune should be allowed to apply for a release from such matrimonial bonds.

TIED TO LUNATICS. How many women are legally tied to lunatics. is a poor woman to starve because the head of the family has become a raving maniac? Would it not be just to her to permit her to marry someone else who could support her and her children? Give a Judge a discretion in these matters so that he might pronounce a divorce if it appeared to be justified by the nature of the lunacy, the length of time that has elapsed, and the bona fide character of the

In Switzerland and in the Grand Duchy of Baden insanity of three years' duration is a cause of action for divorce, and this is so also in Saxony, where a declaration of incurability has been made by the physician in charge o the case. In Sweden and Finland the incurable mental disease of either party is recognised as a ground for divorce, provided that the other party cannot be proved to have brought it

In the State of Washington the Court has discretion to grant a divorce where incurable chronic mania had existed as long as ten years, A suit for divorce can be presented in Norway or Sweden after a sentence of one of the parties to hard labour for life; in the Netherlands, after a sentence to imprisonment of four years and upwards; and Saxony and Prussia, after a sentence to three and two years, respectively,

THE SCOTTISH LAW. Strange inconsistency is shown even between England and Scotland. The husband's adultery alone suffices for the petitioning wife in Scotch law. On this side of the border it is thought too venial an offence for the purpose. Our northern cousins have the advantage of us also in being able to secure divorce on proof of four years' malicious desertion by either spouse from the other. Well may Sir Gorell Barnes, knowing these facts, point out that, with regard to our divorce laws, we are an "uncivilised"

country 1 Many years ago Mr. Labouchere, in the House of Commons, said that the law of divorce is utterly absurd. "If two peop'e," he added, "wanted to be married, let them be married; and if they wanted to be divorced, let them be divorced."

Give a married woman the right also to at. least an equal control with the husband of the children. At present this is absolutely denied to a guilty wife after she has been divorced; she is entirely refused even access to her children after, it may be, one isolated act of misconduct, one fatal step. This is a very harsh law, and as, in the words of Hardy in "Tess," "It's the woman who always suffers."-Merning Leader.

Alaurent, S.

Anderson, Mrs. K.

HONGKONG.

Innes, Capt. R.

Jamieson, E. G.

Jameson, Mrs. J. W.

CHINA COAST METEOROLOGICAL

June 2nd, 1906, a.m.

Bar, Th. Hu. Wind Wr

SLAVERY IN THE SOUTH SEAS. OBRMAN CAPTAIN'S NARRATIVE.

Some extraordinary statements regarding slave hunting in the South Sens were made to an American interviewer recently by a master mariner named Wagner, who is described as having been for fourteen months (from 1903 to early last spring) the central figure in the notorious "blackbird" schooner Samoa. During that time he was first mate on the Samoa and says he captured 1,200 blacks for use as slaves on the big copra plantations in Samoa. The captain spoke freely of the experience. He is a German by birth, but speaks English fluently, and other Continental languages, besides a number of South Sea dialects.

Speaking of his experiences recently, Captain Wagner said: "It is generally supposed that slavery no longer exists. That is a mistake. For fourteen months I was first officer on the slave ship Samoa. During that time we captured 1,200 blacks for the South Sea plantations. The Samoa is a three-masted auxiliary schooner, owned by the Handels Traffic and Plantation Company of Samoa. This firm is one of the oldest and largest planters in the South Seas. They export thousands of pounds of copra every year.

"I went down there in 1903. The first mate of the Samoa was then suffering from a spear wound, got in a battle with the natives, so Captain Habernick engaged me. We were supposed to be nothing but a small trading schooner. But the Government officials knew what we were as well as we knew ourselves, When they came on board we would fill them up with champagne and good cigars, and they were satisfied.

GRIM DETAILS.

"On the first voyage we made for New Britain, in the Solomon group, the schooner was manned by five whites and nineteen blacks, making a total of twenty-four, all told. When we reached New Britain I took the nineteen blacks ashore and made for the first village we' saw. All my boys were armed with the regulation German army rifle, and could shoot well. At the first village they saw us coming and the entire population fled to the woods But we managed to get one woman.

"In some of the villages we would get two or three, never more than four. They are too hard to hold. Occasionally we managed to get one to come with us willingly, but that was seldom. Sometimes we would take a chest of gaudy trinkets ashore and set it down in the village. The savages, attracted by the bright things, would gather around and start helping themselves. That was our opportunity, We Schaner, J. Anderson, J. R. Tomlinson, Mr. would make a rush and grab two or three and then go on to the next village.

"We were to make the round trip in four months. During that time we had to get 300 natives. We got no wages. We were paid by the head. Captain Habernick got \$5 apiece for each native, and I, as chief mate, got \$1 n But everything else was furnished, Clothing, provisions of the best kind, liquor by | Sydney-Messes. Otto paethe, L. de Berthe case and keg; and everything else. We had plenty of champagne aboard, but that was kept exclusively for the Government officials.

"On the first trip which I made we collected the 300 natives without any serious battles. All the Solomon Islands were visited, We touched at New Hanover, New Ireland, New Britain and several of the others. work was easy. The natives were comparatively mild. They were only armed with bows and arrows and spears, and could do little damage to us with our repeating rifles. They are a small, tigly-looking lot of people. Chas C. Cohn, Mr. H. D. Cooke, Mrs. B. F. Although finely formed, they lack the splendid. physique of the Samoan natives. Neither are they so brave nor so intelligent. The Samoan natives are a race that have made themselves respected, while the Solomon islanders are nothing more or less than cannibals.

"The natives that we captured were taken to the plantation at Samoa, where they were put to work gathering copra. They are supposed to be hired for a term of three years. They are paid 6 shillings; or, in American money, \$1.50 a month, but they have to take it out in trade. The Government knows what is going on; the officers know everything about the methods used in obtaining the natives, but they wink at it.

GRUESOME SCENES.

"On the next two trips we had several pitchbattles. The natives fought like demons, and we had hard work getting out of a couple of villages. But we got our blacks. When we reached Samoa, after the third round trip, we learned that the missionaries—five women and five men-had been massacred on New Ireland. I went to the scene of the murder on a German gunboat. We went up to the house (I had been there many times before) and I examined the place. The house itself was a small log affair, with a heavy two-inch door. This door had been battered in and bore the marks of the clubs, spears and tomahawks of the savages.

"It must have taken some time to batter in this heavy door, and I can imagine the feelings of the women as they listened to the frenzied cries of the cannibals outside. The interior was a terrible sight. It was smeared with blood from floor to ceiling. Bits of women's apparel littered the place, long strands of hair clung to knives and hatchets that still lay on the floor where they had been dropped, and everything had been chopped and smashed in a blind fury. It was a scene such as never in my life have I seen. It inflamed the blood of who saw it, and when the large guns on board the ship were trained on the first village and carried death and dismay to the islanders no one on board felt a shred of pity. Several villages were bombarded, and men, women and children were shot down for a lesson. had nothing to do with this promiscuous. killing. I was marely a spectator; but I felt no pity for the blacks. They needed a good

lasson. "The Solomon natives on the plantation are not treated very severely. They are watched carefully and counted every morning to see that none of them have escaped. But it is practically impossible for one of them to get away. The Samoan natives will track them down like blood-hounds and capture them and restore them to the plantation. After that they have a pretty hard time. Men and women both are taken; in fact, the women, are better workers than the men. Although I never had any hand in it, I know that the native women are captured and sold as slaves. White planters and overseers buy them while they are young and pretty, and later sell them for use in the

CODIA WOIK,"

whipping.

Lacries, Br. s.s., 1,361, J. Jackson, 2nd June, -Saigon 19th May, Gen.-Chinese. Dagny, Nor. s.s., 883, O. Abrahamson, and June, - Bangkok 26th May, Rice.-Asgaard, Thoresen & Co.

Heim, Nor. s s. 757, Eriksen, 2nd June,-Bangkok 25th May, Rice .- Yuen Fat Phuyen, Fr. s.s., 1,246, Ducrolset, 2nd June,-

Jaigon and May, Rice. - B. & Co. China, Am. s.s., 3,186, D. E. Friele, 3rd June, -San Francisco 5th May, and Manila 31st; Mails and Gen,-P. M. S. S. Co. Changsha, Br. s s., 1,463, T. Moore, 3rd June,

-Australia and Manila 30th May, Gen.-B. & S. Prinz Waldemar, Ger. s.s., 3,227, C. Woltemas, 3rd June,—Sydney 12th May, Gen.—M. & |

Andree Rickmers, Ger. s.s., 1,020, Chr. Kümpel, 3rd June, - Bangkok 27th May, Rice - B.

Carl Diederichsen, Ger. s.s., 985, H. Schlaikier, 3rd June,-Haiphong 30th May, and Hoihow and Jane, Gen .- J. & Co. Kagoshima Maru, s.s., 2,700, F. L. Pyne, 3rd June,-Yokohama 22nd May, Gen.-N./Y.

Hanoi, Fr. s.s., 739, P. Merlees, 3rd June,-Haiphong and Hoihow and June, Gen .--Meefoo, Ch. ss., 1,339, A. Crawford, 3rd June, Canton and June, Gen. C. M. S.

iexta, Ger. s.s., 1,100, Kraft, 3rd June,— Canton and June, Gen .- Chinese. Yuensang, Br. s.s., 1,128, F. Mooney, 4th June,-Manila ist June, Gen.-I., M. &

Jason, Br. s.s., 4,8 o, T. G. Steeves, 4th June, -Shanghai 1st June, Gen. -B. & S. Haimun, Br. s.s., 636, A. J. Robson, 4th June,— Swatow and June, Gen.-D., L. & Co. Capri, Ital. s.s., 2,717, G. Belsito, ath June,-Bombay and Singapore 29th May, Gen .-

> Departures. June' '

Daijin Maru, for Swatow. Vanualls, for Newcastle, *Holstein*, for Haiphong, Haicking, for Swatow. Simongan, for Saigon. Kohsichung, for Swatow. Pitsanulak, for Swatow. C. Ferd. Lacisz, for Singapore. Mathilde, for Nicolojewsk. Kowloon, for Canton. Liangeliaw, for Canton.

C. & Co.

Australian, for Moji Charterhouse, for Amoy, Chowfa, for Bangkok. Taifu, for Kobe.

Passongers arrived.

Per Laertes, from Sa gon-co Chinese. Per Haimun from Swatow-Mrs. Lymburg, and 73 Chinese. Per Yuensang, from Manila - Messrs, A. F.

J. R. Tomlinson, Mr. and Mrs. Augusto Tavira and child, and Mr Antonio Marques. Per Changsha, from Australian Ports-Mrs. Falconer, Mrs. Dale, Misses Dale, Whelan, Mr. and Mrs. Macquarrie, Mr. and Mrs Davis and a children, Messrs. Sharpe, W. Cullen, J Ross, Capt. Duncan, Messrs. Hill, Jackson, and

17 Chinese. Per Pri z Waldemar, for Hongkong from naidy, J. W. Gil espic and F. Evans. From impsonhafen-Messrs. Kruse and Werner, From Fr., Wilhelmshafen Herbertshohe-Mes rs. Gottleied and Eustachins. From Manila-Mr. A. M. P. da Cruz Farias, Mrs. Chas D. Aylon, Mrs. Reich, Messrs, Hugh Veitvercott and J. F. Sheride, Mrs. B. L. Bacco, Messrs, P. Hernander, Pua Tok Ho, Yu An and Tan Luico For Yokohama from Sydney-Messts J. Blau E. Horn, and Mr. and Mrs. G. Heron.

Per China, from San Francisco, &c .-- Mr. Walter Austin, Rev. Robert Brown, Mr. W. J Bennett, Mr., Hartford Beaumont, Messrs, B. M. Caldwell, F. G. Cisneros, Mr. and Mrs. I urally, Miss C. Danford, Mr. V. E. Dudley, Capt. Ehrhardt, Mr. Jas. Fugate, Mrs. Ethel Gordon, Miss ! ethel Graves, Miss B. M. Gertsch, Messrs. S. Glasgow, F. H. Halton, Mrs. I. E., Fenchman, Capt. S. M. Hibbard. Mr. and Mrs. M. F. Lowen-tein, infant and servant, Mrs. Malson, Mrs. Nault, Mr. and Mrs. C. B. Perkins, Miss Zella Robinson, Mr. W. C. Read Mr. and Mrs. Sester and servant Mr. G. Schultz, Lieut J. 41. Thompson, Messrs, E. A. Stinespring, A. J. White, A. C. Waru, S. B. Mobley, and 170 Chinese.

Fer Capri, Iron Singapore-Messrs, E. H. Kroes and A. R. Hamman,

Passongers departed.

Per Eastern, for Australian Ports-Messis, Adriano, T E. Barnet, w. Beckett, Mrs. Bray, Mr. Costa Cabral, Sergt, J. Caldeira, Mr. W Campbell, Misses J. and M. Davy, Douglas, Mr. H. J. Everall, Dr. M. da Fonseda, Mr. M. Hussain, Miss Lyle, Mr. A. Magathais, Sergt. w. Manhao, Mr. and Mrs. McKie and children, Mrs. Moore, nurse and children, Mr. and Mrs. J. J. Morris, Messrat J. and A. Pereira, A. Siqueira, Lieut. H. F. Silva, Messrs, F. J. · Souza, J. B. Sutter, and Miss Trudinger.

Shipping Reports. Str. Lacetes from Saigon :- Strong Northern winds, and high NE. sea from Paracels to port.

Str. Changsha from Australia, etc.: - Experienced fine weather generally to Manila, thence strong SW'ly gale to port.

moderate S. to WBW, winds and slight sea with occasional rain squalls, fine clear weather. Str. Pring Waldsmar from Sydney, etc.;-During the whole voyage from there to Manila

Str. Yuensang from Manila: - Experienced

we had fine weather, with SWily winds and moderate sea, from thence to port we met squally, rainy weather, with N'ly and W'ly winds, moderate sea, NW. swell.

Vessels in Port.

BTRAMERS. Amiral Exelmans, Fr. s.s., 3,144, Gens, 1st June,-from Takow, Gen.-M. M. Aragonia, Ger. s.s., 5,198, J. Ernst. 20th May,-Portland, Or. and Moji 25th May, Gen.

and Flour .- P. & A. S. S. Co. Arratoon Apcar, Br. s.s., 2,931, E. Fey, 30th May,-Calcutta 14th May, Penang 21st, and Singapore 25th, Gen.-D. S. & Co.,

Brand, Nor. 8 8., 1,520, M. Evensen, 28th May, -Saigon 23rd May, Rice.-S., W. & Co. Eurl of Garrick, Br. s,s., 1,225, Grant, 1st June, -Newcastle, N.S.W. 2nd May, Coal.-L.,

W. & Co. Falk, Nor. s.s., 441, L. Wetlesen, 1st June,-Karatsu 26th May, Coals.—S., W. & Co. Falk, Nor. s.s., 1,380, G. M. Gundersen, 1st | Barnett, H. J. O. June,-Saigon 17th May, Rice,-S., W. &

Ilford, Br. s.s., 2,789, J. G. McKechnie, 16th May,-Moji 15th May, Coal.-D. & Co.,

Jacob, Diederichsen, Ger. s.s., 623, D. Hentz, 31st May,-Haiphong and Hoihow 29th Adams, P. R. May, Gen.-J. & Co. Jason, Nor. s.s., 1,200, Neilsen, 26th May,-Wuhu 19th May, Rico.-A. T. & Co. Keong Wai, Ger. s s., 1,125, Köhler, 30th May, -Bangkok 23rd May, Rice.-B. & S. Kohsichang, Ger. s.s., 1,683, C. Gosewisch,

26th May,-Bangkok 14th May, Gen.-M. Mongolia, Am. s.s., 8,750, W. P. S. Porter, 26th 17th, Kobe 19th, Nagasaki 21st, and Shanghai 2 th, Mails and Gen .-- P. M. S

Mortlake, Br. s.s., 1,737, F. W. Balton, 21st May,-Moji 26th May, Coal.-D. & Co. Progress, Nor. s.s., 1,641, S. Schewig, 1st June.

-Pulo Laut 20th May, Coals,-Aagaard,

Thoreson & Co. Prometheus, Nor. s.s., 1,023, O. Kornelviser 22nd May,-Moji 15th May, Coal.-Angaard, Thoresen & Co. Quinta, Ger. s.s., 987, F. Frahm, 1st June,-· Swatow 31st May, Ballast,-S. & Co.

Rein, Nor. s.s., 726, N. C. Mathisen, 30th May, -Bangkok 22nd May, Rice,-Chinese: Signal, Ger. s.s., 900, Schlaikier, 2nd June,-Bangkok 26th May, Rice,-Order. Stanley Dollar, Br. s.s., 2,200, Cross, 31st May, -Moji 24th May, Coal.-A., K. & Co.

Tean, Br. s.s., 1,346, Sommerville, and June,-Manila 29th May, Gen.—B. & S. Tholma, Nor. s.s., 1,100, Jager, 23rd May,-Hongay 20th May, Coal.-B. & S. Victoria, Swed. s.s., 1200, J. A. Hellberg, 30th May,-Wakamatsu 23rd May, Coal.-A

Woolwich, Br. s.s., 1,849, A. Stoker, 29th May -Salina Cruz 24th April, Ballast,-C. C S. S. Co. 😘

Vessels	From	Agents	Due
Zieten	Singapore.	M. & Co	June
Minnesota	\hanghai	N. Y. K	une '
Borneo	Singapore	N. Y. K	juse Tune
Nippon Maru.	Japan	N. Y. K	une i
Nicomedia	Japan	P. & A. Co	Jupe I
Tamba Maru Emp. of India	Japan	C. P. R. Co	june i lune i
Bombay Maru.	Bombny	N. Y. K	lune I

DOCK MATURNS.

Twickenham..... Woowich U.S.S. Barry..... Alta Loongwo I. Diederichsen Kohsichang SHANGHAL.

28th inst.New Dock. SamshuiInternational

LoksangTungkadoo Ships Passed The Canal.

tet May-Ambria, Palma, Peleus, Preussen, Pera, Saxonia, Telemachus, Benavon, 5th May-Ajax, Benvorlich, Oceanien, Verona, Silesia, (Ger.) Pring Regent Luitpold, Iyo Maru, Rhenania. 8th May-Indrani, Den of Maine, Radnorshire, Nebe, Swanley, 12th May-Armand Behie, China, Japan, Java. May-Benledi, Diomed, Shimosa, Mac-18th May-Bingo Maru, Patroclus, Tourane, Neckar, Prinz Eitel Friedrich 22nd May-Agamemnon, Benarty, 25th May -Bengloe, Ernest Simons, Glenturret, Ping Suey, Sardinia. 29th May-Kintuck, Yarra, Senegambia, 1st June-Hudson, Machaon, Sachsen, Socotra, Teenkai, Tonkin.

Arrivals at Home-1st May-Glenstrae, St. George. 5th May-Austria, Baralong. Bayern. 8th May-Rasberg, 12th May-Peleus. 14th May-Formosa, 15th May-Benvorlich, Telemachus, 17th May-Pera. 18th May-Armand Rehic, Silesia, 'Ger.) Pring Regent Luitpold. 22nd May-Achilles. Baron Balfour. 25th May-Agropes, Pring Eitel Friedrich. 25th May-Java. 29th May -Diomed, Ernest Simons, Radnorshire, 1st June-Neckar, Yeddo, Benledt,

A Mail will close for :-Bangkok-Per Keongwai, 5th June, 10 A.M. Swatow-Per Halmun, 5th June, to A.M. Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco-Per Mongolia, 5th June, 11'A.M.

Manila-Per Tean, 5th June, 3 P.M. Amoy and Shanghai-Per Chill, 5th June, Swatow, Chefoo and Tientsin-Per Cheong-

shing, 5th lune, 3 P.M. Moji, Kobe, Yokohama and Portland, Or.— Per Aragonia, 5th June, 5 P.M. Singapore, Penang and Calcutta - Per Arratoon Apcar, 6th June, 11 A.M. Shanghai-Per Waishing, 6th June, 5 P.M.

Yokohama and Kobe-Per Changsha, 7th June, 3 P.M. Saigon-Per Luchow, 7th June, 3 P.M. Manila-Per Yuensang, 8th June, 3 P.M. Manila-Per Rubi, 9th June, 11 A.M. Singapore, Penang and Bombay-Per Capri,

9th June, NOON. Singapore, Penang and Calcutta-Per Kutsang, oth June, 2 P.M. Weihaiwei, Chefoo and Tientsin-Per Huischow, oth June, 3 P.M.

Shanghai-Per Kwelyang, 9th June, 3 P.M. Shanghai-Per Shaohsing, 9th June, 3 P.M. Shanghai, Moji, Kobe, Yokohama and Scattle, Wash,-Per Minnesota, 12th June, ID A.M.

Europe, &c., India, via Tuticorin-Per Salasie, 12th June, 11 A.M. Amoy, Manile, Cebu and Iloilo-Per Sunge klang, 13th June, 3 P.M. Manila .- Per Zafiro, 16th June, 10 A.M.

Europe, &c., India, via Tuticoriu-Per Dongola, 16th June, 11 A.M. Shanghai-Per Fausang, 16th June, 5 P.M. Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of India, 20th June, 10 A.M. Europe, &c., India, via Inticorin-Per

Proussen, 20th June, 11 A.M. Manila, Simpsonhafen, Fr. Wilhelmshafen, Herbertshohe, Matupi, Brisbane, Sydney and Melbourne-Per Prine Waldemar, 26th June, The Public is hereby notified that no

between the 2nd and 12th June. VISITORS AT THE HOTELS.

mail for Europe will be despatched from here

CRAIGIEBURN. Adams, M. and Mrs. F. Smith, E. Grant Smith, Mr. and Mrs. Grant Smith, Parcy Brown, C. A. Caldwall, Mr. and Mrs. Soppa, P, Webb, Mr. and Mrs. Montague Gaskell, Mr. and Mrs. Young, J. A.

Cohn, Mr. and Mrs. Arthur Amold, J. Joki, J. P. F. Chas. C. Aules, J. A. Laing, A. H. Bard, Mr. & Mrs. J. C. Lee-Jones, J. W. Battiscombe, H. G. Lowenstein, Mr. and Beattie, R. B. Mrs. M. F. and child May, -San Francisco 1st May, Yokohama Bell, R.M., Engr.-Lieut. Malson, Mrs. M. E. Marriott, Dr. O. Bernardy, L. De McDonagh, W. J. Biervliet, A. Van (Vice- Miller, P. L. Consul for Belguim) Moore, Dr. and Mrs. Birbeck, R. J. W. B. A. Bisney, Mr. & Mrs. S. Nault, Mrs. M. J. Newborn, Mr. & Mrs. Bissell, W. S. R. H. Blair, K. J. Newington, A. G. Oliffé, O. C. Bornand, E. Packer, B. L. Brighton, F. G. Parfitt, W. Broughall, L. Carpenter, C. E. Parr, L. Cattarinich, A. Patey, Mrs. E. O. Chabaux, L. Peake, W. Clark, M. O. Penniman, L. E. Clark, T. Perkins, Mr. and Mrs. Clarke, Mr. and Mrs. Perlhefter, S. Clegg, R.N., Eng. Lt. Pigott, C. and Mrs. H. I. Posnett, C. W. Colvin, H. E. Powell, W. A. Cooke, H. D. Prior, W. R. Crook, A. H. Reed, E. B. Reid, H. I. Cruickshank, A. Danford, Miss Roach, Mrs. J. S. and Davies, F. O. child Donald, R. H. Ropes, H. Donald, Mr. and Mrs. Ruegg, R. Sandes, Miss F. E. Doolittle, F. H. Scott, Mr. and Mrs. J. Douglas, Capt. & Mrs. 1. G. and child Downing, Mr. and Mrs. Sestier, Administrator T. C. and infant and Madam Dudley, P. E. Shea, J. J. Shepherd, E. B. Einstmann, W. Evan-Jones, Dr. and Skinn, A. Mrs. E. Spittles, J. S. Shepherd, A. Fairchild, H. J. Fisher, H. G. Stebbing, W. T. Fletcher, H. Stein, A. L Forman, Mr. and Mrs. Stephens, H. Stevens, Rev. A. J. Fuller, D. Sutherland, P. D. Gertsch, Miss B. M. Tarrant, E. N. Gibson, A. Thompson, Mr. and Gilfillan, C. O. Mrs. Hall, Capt. T. Thompson; J. H. Heanley, Dr. and Mrs. Thompson, Miss H. M. Uffel, W. Von. Unbehaun, C. H. Henderson, R. W. Wakefield, Mrs. Hewett, Hon. and Mrs. Walker, J. A. Warn, A. E. Wishart, J. B. Hollingsworth, Mr. & Wood, G. G. Wright, Mr. & Mrs. T. Young, W. S. Hunter, R FRENCH FLAG AND DESCRIPTION.

Chas. C.	Arthur McKay, T. D.	Vladivostock.		 ·	 —				. —
Colaban, Mr.	Molitor, Mr. and Mrs.	Nemuro	6 n.m.	[•		-1-	-		-
Crook, Mrs. M. R.	F. A.	Hakodate Tokio	1)	_] .			
Cunningham, A.	Moses, E. J. Moulder, Mr. and Mrs.	Kochi				-	— .	-	4
Ehrhardt, Capt. W.	A. R.	Nagazaki				-	-		_
Firmin, F. I.	Nursaw, E.	Kagoshima		-	_		-		•
Gibbes, Miss and maid	Paine, A. E.	Oshima Naha	,,,			1			
Gutierrez, Mr. & Mrs.	Pearse, Dr. W. W.	lshigakijima	H				-		_
and family	Plaisant, A.	Taihoku	5 a.m	20.8 6	 	-	-	0	_
Hamilton, Master A.W.	Savory, Capt. and Mrs.	Taichu	. 61	30.B4	—	-		0	·
Inckson, Mrs. and child	Story, G. F.	Tainan	- .	20.B4		_		0	•
Kohler, Capt. R.	Tobin, R. I.	Koshun Pescadores	.#	29.84 29.83	_]]	3	8	
Legoune, Vice-Consul	White, A. J.	Weihaiwei		20.06	75	•	NE 63E	4 ⁻ I	_
М	Williams, G.	Gutzlaff		29.96			6E	4	CE
CARI	TON.	Sharp Peak	•	20.02	74	81	-	ŏ	0
Andap, R. J.	Jackson, W.	Amoy	6,30 B.	29.77	76	81	~ -	I	C
Anderson, R.A., Capt.	Klimanck. S.	Swatow Canton	9 ·a.m.	39.7: I	73	86	E	[3]	b
Bargmann, F.	Lehrs, M.	Rongkong	10 g.m.	20.66	82	62	BW BW	I	b
Blanco, A. E. Bohler, Mr.	Lloyed, G.	Victoria Peak	\$1		-	-	M	i	
Coggon, Mr.	Merlees, Capt. & Mrs. Nietert, Mr.	Gan Rock			-	-	-	-	-
Dengle, Mr. and Mrs.	Noble, Mrs. W.	Macao		29.85	85		, ,	0	C
Edwards, R.	Rayner, F. S.	Haiphong	11						_
Farewell, J. R.	Searson, R. W.	Manila Bacolod	9 B m	39.93	04	77	NNW	C I	C
Gains, Miss M.	Stephens, Miss H.	1 [10][0	ا مد	29.89	86		NW NR] 2 [b
Harrison, S. L. Holmes, Mrs.	Steuenson, R. / White, J. W.	Cebu	**	20.04	85	-	N	17	Č
	(vince, j. vv.	C. St. James.	toa.m.	'	 –	-			•
	AK.		r Inna es) h	ا مد ،				
Bailey, Mr. and Mrs. Carruthers, Mr.	Longridge, Rev. and Mrs.	,	une 4t	, n' .1À		8+144 ₁			
Chatto, Miss	Martin, R.	Vladivostock.	7 a.m.		<u> </u> _				-
Chichester, Maj. A. A.	Mitchell, R.	Nemuro	δ a.m.	29.80) 	-	8	6	-
Clothier, A. N.	Mogiuie, Mr. and Mrs.	Hakodate		29.81	-	_	5E	2	_
Dulton, Mr.	Moon, Mr. and Mrs.	Tokio Kochi		29.86		-	8	6	
Gales, Capt.	Moxon, Mr. and Mrs.	Nagasaki		29.87 29.72		1	SE	2	_
	Ollis, F. B. Painter, Major & Mrs.	Kagoshima		20.72		_	Z.	8	Ξ
W., Douglas	Post, Mr. and Mrs. N.	Oshima	' 	29.69				o	
Hazeland, F. A.	Reynolds, F. O.	Naha		29.74		-	8W	2	_
Jacks, Mr.	Roberts, A. G.	Ishigakijima Taihoku	1	29.74			SW	8	_
Johnston, L. A. M.	Sawer, Capt. and Mrs.	Taichu		29.70 29.72		-	-	0	
Joseph, Mr. and Mrs.	Seymour, LtCol. and	Tainan		29.74			MM.	6	
E. S.	Sinclair, A.	Koshun	••	29.75			NW	6	VI.
Kaye, Major and Mrs.	Skorr, Mr.	Pescadores	*,	29.70		-	8W	8	÷
Kistowsky, Mr. & Mrs.		Weihaiwei Gutzlaff				. I	WNW		b
F. Knight, Mr.	Watson, Mr. & Mrs. M.	Sharp Peak	*1	29.72 29.71	78	95	и —	4	01
Lang, Mr.	Weismann, Mr. & Mrs. White, Dr. & Mrs. M. J.	Sharp Peak	6.30 a.	29.67	78	OI.	S W	3	b
Leask, Mr.	Woodward, Mr. & Mrs.	PASTOM """	9 a.m.	-	[]				_
Long, A. O.	Zehrmann, H. C.	Canton		29.80	84		SE	1	0
OCCIDI	NTAT	Hongkong Victoria Peak		29. 79	84	77	W	I	C
	Messager, Lieut, and	Gap Rock	91 1°	_			85W	3	_
Keyt, Dr. F.	Mrs.	Macao		29.78	85		8		C
Kitchen, H.	Munro, Miss A.	Haiphong	10		🚣		_	_	_
Kitchner, S.	Owen, O. E.	Manila	<u>.</u>	29.88	88	72	WSW	1	C
Krill, G. Majer, Master W.	Roman, A. Voster, E.	Bacolod	y =.m.	<u> </u>	QK	-		0	C
Majer, Capt. and Mrs.		Cebu	-,	29.69 29.92					C
N. 1.	Whehausen, G.	C. St. James.	roä.m.	_,,,,,		_			-
Misland, C.		· •	'. • <u>'</u>		'	•	١.,١	•]	•
WINE OF THE	N WILL ULLIAN CO.	A (T) () > *	ويسبناننا						-
THEN-OF-WAR O	N THE CHINA ST	ATIUN,		•				, i	
. Tons. Guns.	H. P. COMMA	Norma Ones		. 1		_		,	 '
. Zona. Guna.	COMMA	NDING OFFICE	irs.	1	LAS	T _, R	EPOR:	TEI	•
			·	 -}			·		
1,796 10	1.700 Lieut, Fauré	•	•	. 1	u.	.1.2	~~		

KING EDWARD.

Maquarie, Mr. & Mrs.

Almond, Capt. & Mrs. Little, A. C.

Russell

Caldwell, B. M.

	TEAG AND DESCRIPTION.			COMMANDING OFFICERS,	LAST REPORTED AT
Achéron	armoured gunboat	1,796 10	1,700	Lient Fance	Walahaaa
Adour				Lieut. Fauré	ratipaong .
Alouette	torpedo-depot			Commander Kérihuel	Cana Ch
·	river gunboat	• · · · • • · · · • • · · • • · · •	500	Lieut. Jeannel	Cape or, James
Caronade	•	"" "	150	Lieut. Millet	Cation
Décidée	gunboat		1,000	Lieutenant Le Blanc	Changle! here
Descartes	cruiser	3,985 14	5,500	Commander Amet	Spending A species
Dupetit-Thouars		10,014 14	7.3	Capt. Lespinasse de Saune	Shanghai
Esturgeon				Lieut. Coquelin	Nagasaki
Francisque		303 7	6,300	Lieut, Garreau	Saigon
Fronde	destroyer		303	Lieut. de Saint-Seine	Shanghai
Guichen †			<u>-</u>	Capt. Tracou	Shanghai Nagasaki
Gueydon		9,376 _14	20,200	Capt. Ridoux	Nagasaki Nagasaki
Henri Rivière			·	Lieut. Portier	
Jacquin	- - -	200 6	308	Lieut. Le Coroller	
Javeline	destroyer	307 7	10 300	Commander Sagot-Duvauroux	Haiphong
Kersaint 1	cruiser	1,250 7	2,200	Commander Simon	
Lynx	J	<u> </u>		Aimhtuster	_ ;
Manche		- -	•	Commander Laporte	Saigon Bala d'Alone
Montcalm#		9,500 16	19,600	Capt. Martel	Baio d'Along Nagasaki
Mousquet		307 7	6,300	Commander Terquem	Baigon
Olry				Lieut. Grellier	Chungking
Peiho		_ _	.	Lieut. Marchand	Tongku
Perle	sub-marine		l —	i lient Hunert	Saigon
Pistolet	destroyer	307 7	6,300	'I Commonder Restablish	Hongay
Protée	sub-marine	<u> </u>	<u></u>	I lieut Cloriene	
Rapière	destroyer	307 7		Lieut. Vincent-Brachianac	Saigon Changlas
,,,,				(Flagshipol Rear-Admiral de Marolles,)	Shanghai
Redoutable *	battleship, reserve	9,437 8	6,071	Com'ding the ocal naval defence of	Raissan
,		71,37	1	[Indo-China, Clapt. Passerat de Silans]	Baigon
Sabre	destroyer	307 7	–	Lieut, Hallier	Qhanghai
Styx	armoured gunboat	1,796 10	1,700	Lieut. Duc	Shanghai Gairea
Takiang	the same to be a second second second second second second second second second second second second second se		<u> </u>		
Vauban	receiving-ship	6,150 23	4,560		Upper Yangusa
Vétéran	l dene a de Tanada I l			Lieut. Fougerousse	Hongay Saigon
Vigilante	river gunboat	123 6	′∫∞	Lieut, Brugnon	
•	•	•		****	Kweilin River
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* Flagship of Vice-Admiral Richard, Commander-in-Chief. + Flagship of Rear-Admiral Boisse, Second-in-Command

† At the disposal of Rear-Admiral de Marolles, Commanding the naval defence of Indo-China (*) Flagship of Rear-Admiral de Marolles.

	HIS BRITANNIC	MAJES	TT.B	SHILR O	N THE CHINA STATION.	
Name.	CLASS.	Тонв.	GUNE.	1.H.P.	CAPTAIN,	LAST REPORTED AT
Alacrity Astraca Bramble Britomart Cadmus Cherub Clio Diadem Fame Flora Handy Hart Ianus Kent King Alfrad Kinsha Monmonth Moorhen Otter Rambler Robin Sandpiper Snipe Taky Tamar Teal Virago Waterwitch Whiting Widgeon Woodcock Woodcock Woodcock	river gunboat sloop water tank and tug sloop cruiser, 1st class torpedo boat destroyer torpedo boat destroyer torpedo boat destroyer cruiser, 1st class cruiser, 1st class cruiser, 1st class river gunboat	1,070 11,000 306 4,360 275 280 9,800 14,100 616 9,800 180 350 4,650 180 710 355 4,650 360 360 360 360 360 360 360 360 360 36	+ COOO OCC DOO TO THE THOO HOO HOO TO THE	3,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Commander E. La T. Leatham Captain C. L. Vaughan-Lee LieutCommander E. G. W. Davidson Lieut-Commander W. L. Bamber Commander H. du C. Luard Commander H. D. Wilkin, D.S.O. Captain H. W. Savory, M.V.O. LieutCommander Hughes Captain H. Grant-Dalton LieutCommander H. B. Cox LieutCommander R. Henniker-Heaton LieutCommander W. H. Darwall Captain S. V. Y. de Horsey Captain G. F. Thursby LieutCommander E. V. F. R. Dugmore Captain J. A. Tuke LieutCommander J. Kiddle Commander C. E. Monro LieutCommander H. T. Atlay LieutCommander H. T. Atlay LieutCommander H. T. Atlay LieutCommander R. Becretan LieutCommander R. M. R. West LieutCommander R. M. R. West LieutCommander R. M. R. West LieutCommander C. E. L. Thomas LieutCommander C. E. L. Thomas LieutCommander G. B. Spicer-Simson Commander R. W. Glennie LieutCommander G. J. Todd LieutCommander G. J. Todd LieutCommander J. T. Kaox LieutCommander J. T. Kaox LieutCommander J. T. Kaox LieutCommander G. J. Todd LieutCommander J. T. Kaox LieutCommander J. T. Kaox LieutCommander J. T. Kaox LieutCommander J. T. Kaox LieutCommander J. T. Todd LieutCommander J. T. Kaox LieutC	Shanghai Yangtaze Yangtaze Yangtaze Hongkong Yangtaze Hongkong Hongkong S. American Ports Yangtaze Yangtaze Shanghai Shanghai Shanghai Yangtaze en route Hongkong West River Yangtaze H'kong (Surveying) West River Hongkong Yangtaze Hongkong Yangtaze Hongkong Yangtaze Manila Yangtaze Manila Yangtaze Surveying Shanghai Yangtaze Shanghai Yangtaze

Mails.

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STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, EGYPT, MAR-SEILLES, LONDON,

HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "SALAZIE," Captain A. Ailland, will be despatched for MARSEILLES on TUESDAY, the 12th

June, at I P.M. Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo. Cargo also booked for principal places in

Europe. Next sailings will be as follows:-

S.S. OCEANIEN 26th June. S.S. TOURANEtoth July. S.S. TONKIN24th July. S.S. ARMAND BEHIC 7th August., S.S. ERNEST SIMONS21st August. G. DE CHAMPEAUX, Agent. Hongkong, 30th May, 1906.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

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THE Steamship

"DONGOLA,"

Oaptain G. Philipps, carrying His Majesty's Mails, will be despatched from this for MAR-SEILLES and LONDON DIRECT, via COLOMBO, on SATURDAY, the 16th June, 1906, at Noon, taking Passengers and Cargo direct for the above Portt, connecting with the Company's S.S. Moldavia, for BOMBAY.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

E. A. HEWETT,

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PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA,

MOUL KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	3rd July 27th July 22nd Aug.		
Lyra Shawmut Tremont	4,417 9,606 9,606	G. V. Williams E. V. Roberts T. W. Garlick			
	ˈ	argo only.	' <u> </u>		

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings. Hongkong, 26th May, 1906.

REGULAR STEAMSHIP TO NEW YORK,

VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast). PROPOSED SAILINGS FROM HONGKONG. Steamship "SIKH"14th June. "WRAY CASTLE"23rd June. For Freight and further Information, apply DODWELL & Co., LIMITED,

Hongkong, 1st June, 1906.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones. Ladies and Children's Under-clothing, Cnitdren's Dresses, and all kinds of Embroidery,

Materials can be supplied, if required. The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, Superintendent. who are taught by the Sisters. Hongkong, 22nd April, 1892.

Untimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA. ESTABLISHED 1815.

Per Case BRANDY * * * * WHISKY, PALL MALL JOHN WALKER & SONS OLD HIGHLAND. C. P. & CO.'S SPECIAL BLEND PORT WINE, INVALIDS `, DOURO ` SHERRY, AMOROSO LA TORRE BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSSEN & CO.,

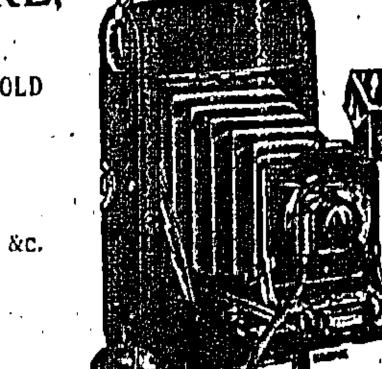
HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD REQUISITES.



DEPOT

EASTMAN'S

KODAKS, FILMS,

ACCESSORIES

Telephone 256. AMATEUR WORK Receives PROMPT Honghoog, 16th May, 1901, and CAREFUL ATTENTION.

SHARE QUOTATIONS.

,	Supplied by Messrs. E. S	. Kadoorie	& Co.	Correct	ed to noon; late	r alterations give	n under "Commercial Intelligence," page	5.	· · · · · · · · · · · · · · · · · · ·
\ <u></u>	STOCKS.	NO. OF SHARES.	VALUE.	AID UP.	POSITION AS PER	LAST REPORT. AT WORKING ACCOUNT.	LAST DIVIDEND.	ATROXIMATE: RETURN AT PERSENT OUDTATION.	CLOSING QUOTATION
H-	BANKS. ongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$9,500,000 \$9,500,000 \$250,000	_	{ £1 15/- div. and £1 bonus @ ex. 2/09/16} =\$26.87 for 2nd half-year 1905}	'	{\$800 : London £90_
N	ntional Bank of China, Limited	99,925	£7.	'£5	{ \$12,735 } \$150,000 }	\$74,099	\$2 (London 3/6) for 1903		\$38
7.	making insurances:	10,000	\$250	. \$ 50	\$1,600,000} \$147,895} { 100,000}	\$211,540 Tls. 302,053	\$20 for 1904		\$360 Tis. 85 sales
N	orth China Insurance Company, Limited	000,01	£15	£5	Tis. 100,000 } Tis. 50,000 } \$2,000,000 } £40,000	1 181 302,033			115. 05 84105
บ	nion Insurance Society of Canton, Limited	10,000	\$250	\$1∞	\$331,131 } \$1,153,844 } \$569,279 } \$800,000 }	\$2,792,271	Interim div. of \$30 for 1005	5 %	1800 buyers
Υ.	angusze Insurance Association, Limited	8,000	\$100	\$60	\$61,278 } \$15,527 } \$1,000,000 }	\$508,3 <u>34</u>	\$12 and \$3 special dividend for 1904		\$175
1	hina Fire Insurance Company, Limited		\$100 \$250	\$20 \$50	\$229,488 } \$2,616 } \$1,220,928	\$344,098 \$422,618	\$5 for 1904	ا ا	\$305 sales & b.
: c	Shirping. hina and Manila Steamship Company, Limited louglas Steamship Company, Limited	30,000	\$25 \$50	\$2¢ \$50	\$6,000 \$264,638} \$88,941}	\$6,563 Nil.	\$3\ for year ended 30.6.190\;	- F	\$21 \$40 buyers
١l	longkong, Canton & Macao Steamboat Co., Ld	· 1	\$15	\$15	\$250,000 } \$600,000 } \$154,331 } £120,000 }	\$24,080	\$1 for 2nd half-year making \$2 for 1905		\$24# buyers
, . I S	ndo-China Steam Navigation Company, Limited	,, 200,000 }	£10 Tls. 50	£10 Tls. 50	£241,150 } £3,999 } Tls. 40,000 } £400,000 }	L4,435 Tls, 23,156	12/- @ 1/10/=\$6.29.51 for 1904	8 ½ 7 ½	\$80 Tls. 63 buyers Tls. 51 buyers 26/-
- 1	Shell " Transport and Tracing Company, Limited Star " Ferry Company, Limited	2,000,000	£1 \$10 \$10	£1 \$10 \$5	\$65,000} \$32,957	£107,815 \$218	1/- (Coupon No. 6) for 1905		\$30 ex div. \$21 ex div.
l	Taku Tug and Lighter Company, Limited	• 1	Tls.50	Tls. 50	Tls. 98,000 Tls. 350,479 Tls. 48,000 Tls. 81,200	Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905	91 %	Tis. 41 buyers
	REVINERIES. China Sugar Refining Company, Limited	•	\$100	2100	\$850,000 \$450,000 \$86,129	\$40,914		'1 ·	\$165 \$25
. 1 . 1	Luzon Sugar Refining Company, Limited Perak Sugar Cultivation Company, Limited	7,000 7,000	\$100 Tls. 50	\$100 Tis. 50	none Tis, 100,000	Dr. \$132,588 Tls. 3,723	\$3 for 1897	***	Tls. 100 buyers
· 1,	MINING. Chinese Engineering and Mining Company, Ld riental Consolidated Mining Company, Limited l'aub Australian Gold Mining Company, Limited	1,000,000 500,000 150,000 50,000	£1 G\$10 £1	£1 G. \$10 18/10 £1	{ £80,000 } £26,011 } none	£13,355 G \$909,050 Dr. £8,745	Final of 50 cents making G \$1 for 1905	7 %	Tls. 9.80 buyers G. \$14 \$27 buyers
= א	DOCKS, WHARVES & GODOWNS. Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	9 %	\$22
1 a)	Hongkong & Kowloon Wharf and Codown Co., Ld	1		*50	\$550,000 \$65,160 \$20,000	\$20,040		·	•
ffs	New Amoy Dock Company, Limited	32,000	\$6‡ Tls. 100 Tls. 100	\$50 \$6! Tis. 100 Tis. 100 Tis. 100	Tls. 487,210]	7'ls. 57,c65	St for 1975	6 % 10 1 %	S17 buyers Tls, 115 sales Tls, 225 buyers
ry,	Anglo-French Land Investment Co., Ld. Astor House Hotel Company, Limited (Shanghai) Central Stores, Limited Do. (new issue)	25,000 10,000 6,000		Tls, 100 \$25 \$15 \$15 \$13	\$14,516	none \$9,028 \$4,719	\$2.40 on \$12 for 1905	13# %	Tls. 100 \$31 buyers \$18 sales \$15\frac{1}{2} sellers \$300 buyers
	Hongkong Hotel Company, Limited	12,000	\$50 \$100	\$50 \$100	\$648,975 \$24,071 \$250,000	167,839	Final of \$31 making \$7 for 1905	6 %	\$130 \$119 Tis, 17
	Hotel des Colonies Company, Limited	150,000	\$100	\$100	none { \$208,386} { \$50,000}	\$4,699 \$5,070	80 cents for 1905	7 %	\$100 \$111
•	Kowloon Land and Building Company, Limited Shanghai Land Investment Company, Limited	52,000	Tis. 5	Tls. 50	Tis. 909,593 Tis. 170,000		Final of Tls. 3 making Tls. 6 for 1905	5 X	Tis. 116 seller
	West Point Building Company, Limited	It.000					Tls. 8 for year ended 31.10.1905	11 %	Tis, 72) sellers
	Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	10,000	Tls. 75	Tls. 75	Tis. 100,000	Tls. 18,718	3 % a/c 1898		Tis. 65 sellers
.50 .00	Laou-kung-mow Cotton Spinning & Weaving Co., L Soy Chee Cotton Spinning Company, Limited MISCHLLANEOUS.	·d. 8,000 ···· 2,000	Tis. 10	Tis. 100	none Tls. 18,456	Tis. 30,760 Tis. 35,986			Tis. 310 seiler
-75	Anglo-German Brewery Company, Limited Bell's Asbestos Eastern Agency, Limited Campbell, Moore & Co., Limited	···· 8,604 ···· 1,200	12/6 \$10	12/6 \$10	£314 \$9,000	\$1,097	\$3 for 1905	9 7	\$7 buyers :
50	i i nina Pilividani Luan il Maaikuko Oomidanti Ma	50,000	Tls, 50 \$10 \$10	Tls. 50 \$10 \$10	Tis. 50,000 none \$8,0000	\$1,219 \$1, <u>5</u> 81	Final of Tis. 5 making Tis. to for 1905 60 cents for year ended 28 2.06	124 % 6 %	Tis. So sellers it of buyers \$9
.50	Green Island Cement Company, Limited	150,000	\$10	\$10	\$410,000	} · \$52,291	\$2 dividend and 50 cents bonus for 190 \$2\frac{1}{2}\$ for year ending 28.2.06	5 81 % 11 %	\$29 \$22
3.75	Hongkong Electric Company, Limited	60,000 1,250	\$100	\$10 \$100	none \$50,000 \$80,000	\$2,568 \$2,796 \$3,776	\$15 for year ending 30.11.1904 Final of \$15 making \$19 for 1905	8 %	\$235 \$240 buyers
5.00	Hongkong Rope Manufacturing Company, Ld:	15,000 50,000	\$10	\$10 \$10	\$61,000 \$2,500	\$5,813 \$88	Final of 50 cents making \$1 for the year and interim of Tls. 71 paid 15.3.06 accounts 1906.	ar of % nt \ .o3 \	59 Tis, 230 buyer:
.50	Philippine Company, Limited	67,500	Tis. 50	510 Tls. 50	none Tls. 165,000	Dr. P. 34,324 Tls. 11,017	None	1g } 61 %	,
· .	Shanghai Horse Bazaar Co., Ld	4,500	Tls. 10	X Tis. 10	Tis, 37,000 Tis, 8,000 Tis, 24,820	Tis. 2,75:	Final of Tls. 8 making Tls. 14 for 1905	91 %	Tis, 150 seliers Tis, 71 sales
[43	Shanghai Waterworks Company, Limited South China Morning Post, Limited	7,200 7,200 6,000	20 £20 52	£20	Tls, 190,000	Tis. 85,592	First year	****	Tis. 365 buyers Tis. 280 sales, \$20 \$6
-	Steam Laundry Company, Limited Tientsin Waterworks Company, Limited United Asbestos Oriental Agency, Limited	20,000	o	5 \$ 1 00 Tis. 10 0 \$ \$	\$ 522,000	2)	Interim of Tis. 4 for year 1905/6	7 1 %	Tls. 110 \$9
•	Do. (Founders Watson, (A. S.) & Co., Limited	90,00	o \$1	D \$10	\$300,000 \$25,000	\$7,73	Final of 50 cents making II, for 1905.	71 %	Sr3t puyers
	William Powell, Limited	15,00	o \$1	o \$10	\$4,500	\$67	DIVIDENDS PAYABLE:		wall was
S .							Maatschappij &c. in Langkat		15th June
•									
 Per 1									
ES.		1	1				has the Drinting Office of the Company	· · · · · · · · · · · · · · · · · · ·	$\frac{1}{a} = \frac{1}{a} \left(\frac{1}{a + a} \right)$

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